Agenda

Council Meeting

7.00pm, Tuesday 20 April 2021

Richmond Town Hall

www.yarracity.vic.gov.au

Council Meetings

Council Meetings are public forums where Councillors come together to meet as a Council and make decisions about important, strategic and other matters. The Mayor presides over all Council Meetings, and they are conducted in accordance with the City of Yarra Governance Rules 2020 and the Council Meetings Operations Policy.

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There are two ways you can participate in the meeting.

Public Question Time

Yarra City Council welcomes questions from members of the community.

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

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

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

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

Public submissions

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. If you want to make a submission, simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

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

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

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

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

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

Recording and Publication of Meetings

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

Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confidential business reports**
6. **Confirmation of minutes**
7. **Public question time**
8. **Council business reports**
9. **Notices of motion**
10. **Petitions and joint letters**
11. **Questions without notice**
12. **Delegates' reports**
13. **General business**
14. **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

Attendance

Councillors

- Cr Gabrielle de Vietri — Mayor
- Cr Claudia Nguyen — Deputy Mayor
- Cr Edward Crossland — Councillor
- Cr Stephen Jolly — Councillor
- Cr Herschel Landes — Councillor
- Cr Anab Mohamud — Councillor
- Cr Bridgid O'Brien — Councillor
- Cr Amanda Stone — Councillor
- Cr Sophie Wade — Councillor

Council officers

- Vijaya Vaidyanath — Chief Executive Officer
- Brooke Colbert — Group Manager Advocacy and Engagement
- 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. Announcements

An opportunity is provided for the Mayor to make any necessary announcements.

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

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confidential business reports

Item

5.1 Future Funding for Yarra Energy Foundation

This item is presented for consideration in closed session because it contains private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets or if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

This item is considered applicable because it contains information provided by Yarra Energy Foundation on a commercial in confidence basis.

6. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 30 March and Tuesday 6 April 2021 be confirmed.

7. Public question time

An opportunity is provided for questions from members of the public.

8. Council business reports

Item		Page	Rec. Page	Report Presenter
8.1	Draft Annual Budget 2021/22	9	11	Wei Chen – Chief Financial Officer
8.2	493, 495 and 497 Swan Street, Richmond - Further Strategic Work	148	161	Fiona van der Hoeven - Practice Leader, Strategic Planning
8.3	Bridge Road and Victoria Street - Permanent Built Form Provisions	263	281	Fiona van der Hoeven - Practice Leader, Strategic Planning
8.4	Brunswick Street - Part time tram lane and bicycle upgrades	985	992	Simon Exon – Unit Manager Strategic Transport
8.5	Road Management Plan Review 2021	993	998	Graham Davis – Manager Building and Asset Management
8.6	Register of Public Roads	1042	1051	Peter Moran – Manager Traffic and Civil Engineering
8.7	Conclusion of Mayoral and Councillor Allowance Review	1172	1174	Rhys Thomas - Senior Governance Advisor

9. Notices of motion

Nil

10. Petitions and joint letters

An opportunity exists for any Councillor to table a petition or joint letter for Council's consideration.

11. Questions without notice

An opportunity is provided for Councillors to ask questions of the Mayor or Chief Executive Officer.

12. Delegate's reports

An opportunity is provided for Councillors to table or present a Delegate's Report.

13. General business

An opportunity is provided for Councillors to raise items of General Business for Council's consideration.

14. Urgent business

An opportunity is provided for the Chief Executive Officer to introduce items of Urgent Business.

8.1 Draft Annual Budget 2021/22

Trim Record Number: D21/34305
Responsible Officer: Director Corporate, Business and Finance

Purpose

1. To consider Council's Draft Annual Budget for 2021/22 and the Draft Revenue and Rating Plan, and to resolve to place these documents on public exhibition.

Background

2. Section 94 of the *Local Government Act 2020* provides that Council must prepare and adopt a Budget for each financial year and the subsequent 3 financial years.
3. Section 93 of the Local Government Act 2020 requires a Council to prepare and adopt a Revenue and Rating Plan by the next 30 June after a general election for a period of at least the next 4 financial years.
4. Section 96 of the Local Government Act 2020 provides that Council must develop the budget in accordance with its community engagement policy.
5. The external consultation below is the second stage of the community engagement plan which is developed in accordance with Council's community engagement policy 2020.

External Consultation

6. Significant community engagement was undertaken from November 2020 through to January 2021 inviting the community to share their priorities and aspirations for the future of Yarra. Over 1300 participants contributed to this stage of engagement and the results have assisted the in development of this Draft Budget.
7. A further engagement exhibition period seeking feedback on the Draft Budget and the Draft Revenue and Rating Plan, will occur upon adoption in principle of these documents.
8. Engagement during the exhibition period will be facilitated online, in person and via email and hard copy. The following methods will encourage and facilitate the Yarra community engaging in our budget consultation process:
    (a) **yoursayyarra.com.au/budget2122** – Feedback tool – Go live: Friday 23rd April 2021;
    (b) Video 1 with the Mayor – Introducing the Budget – Available via **yoursayyarra.com.au/budget2122** from Friday 30 April 2021;
    (c) Hard copy draft budgets available at town halls and posted if requested; and
    (d) Two in person presentation and Q and A events will be promoted to the broad community and held both during and outside of business hours.
9. The draft budget and the opportunity for community feedback will be promoted through the following:
    (a) Yarra News (delivered to all households);
    (b) News item and banner on Yarra Corporate website;
    (c) Direct email campaign to community organisations, groups, neighbourhood houses and local schools (including inserts for school newsletters);
    (d) Materials displayed in Public Housing foyers (including translated panels in the four top languages);
    (e) Community radio including translated briefs for CALD radio;
    (f) Yarra life eNews;
    (g) Newsletters managed through a range of Yarra service areas;

(h) Regular social media promotion throughout the exhibition period; and

(i) Direct emails to all Yarra advisory group members.

10. A Special Council Meeting will be held on Monday 7 June 2021 for Councillors to hear from community members wanting to speak to their feedback.

11. Community members wanting to speak to their feedback in the Special Council meeting will be invited to register in advance and directed to the appropriate link to register according standard meeting procedure.

12. Any alterations to the Draft Budget or the Draft Revenue and Rating Plan that are resolved by Council, as a result of the consultative process, will be incorporated into the resolution at the adoption of the Budget at the Council Meeting on Tuesday 22 June 2021.

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

Internal Consultation

14. Extensive internal consultation has been undertaken with key budget responsible officers which commenced in November 2020. The draft budget information has been discussed in detail with Councillors on several occasions from February 2021 to April 2021 and also with the Executive over the same time period.

Financial Implications

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

16. Within the Draft Annual Budget, operating expenditure is provided for operations and core services, at the same high-quality service levels as 2020/21.

17. The proposed Capital Works Program is a comprehensive asset renewal and upgrade works program of $38.7 million.

Economic Implications

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

Sustainability Implications

19. The Draft Annual Budget and the Draft Revenue and Rating Plan is prepared on the basis of achieving long-term financial sustainability of Council.

Social Implications

20. The Draft Annual Budget and the Draft Revenue and Rating Plan supports Council's social policies and services.

Human Rights Implications

21. There are no Human Rights implications.

Communications with CALD Communities Implications

22. The Draft Annual Budget 2021/22 and the Draft Revenue and Rating Plan will be advertised widely and explanation and guidance will be available regarding CALD (Culturally and Linguistically Diverse) community implications.

Council Plan, Strategy and Policy Implications

23. The Council Plan 2017-21 expires on 30 June 2021. A Council Plan 2021-25 is being developed and will be adopted by 31 October 2021 in accordance with the *Local Government Act 2020*. Yarra City Council is also developing its first Community Vision, which is a new requirement of the *Local Government Act 2020*. The Vision – Yarra 2036 - will

identify the long-term aspirations and priorities of the community and provide a future lens to guide planning and decision making.

24. The Draft Annual Budget 2021/22 has been structured according to the Strategic Objectives in the current Council Plan 2017-21. It is acknowledged that this will change once new Strategic Objectives are adopted as a result of the work in progress to develop a Community Vision and the Council Plan 2021-25.

Legal Implications

25. The annual budget process is a statutory process as specified in the Act.

Other Issues

26. There are no other issues.

Options

27. There are no alternative options.

Conclusion

28. Council endorsement of the Draft Annual Budget 2021/22 and the Draft Revenue and Rating Plan commences the public advertising and consultation process and it is recommended that Council adopt the Draft Annual Budget 2021/22 and the Draft Revenue and Rating Plan for that purpose.

RECOMMENDATION

1. That Council:

   (a) adopts, for the purpose of public consultation, the Draft Annual Budget 2021/22 at Attachment One as a draft of the budget prepared for the purpose of section 94 of the Local Government Act 2020;

   (b) adopts, for the purpose of public consultation, the Draft Revenue and Rating Plan 2021-2025 at Attachment Two as a draft of the revenue and rating plan prepared for the purpose of section 93 of the Local Government Act 2020;

   (c) gives notice under section 223 of the Local Government Act 1989 of Council's intention to grant a rate rebate of $193.80 in the 2021/2022 year to each owner of rateable land who is an 'eligible recipient' within the meaning of the State Concessions Act 2004, with formal submissions being received until Friday 28 May 2021;

   (d) notes that a meeting of Council will be held on Tuesday 7 June 2021 to hear feedback in relation to the draft budget and the draft revenue and rating plan and to hear formal submissions in relation to the rate rebate; and

   (e) notes that a final decision on the budget, revenue and rating plan, and the rate rebate will be made at a Council meeting on Tuesday 22 June 2021.

CONTACT OFFICER: **Wei Chen**
TITLE: **Chief Financial Officer**
TEL:

Attachments
1⇩ Draft Annual Budget 2021-2022
2⇩ Draft Revenue and Rating Plan 2021-22

Attachment 1 - Draft Annual Budget 2021-2022

Attachment 1 - Draft Annual Budget 2021-2022

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Message from the Mayor

We are pleased to invite you to view our draft Budget for 2021/22.

This document forms an integral part of Council's overall strategic planning framework, setting out our priorities as we can build a fairer, more equal and climate-safe Yarra.

We developed this year's draft Budget following broad community consultation held between November 2020 and January 2021. During this time, we heard from more than 1300 people about their aspirations and priorities for the future. These insights are helping inform our 15-year Community Vision and the draft Budget 2021/22.

Local Governments are complex organisations, and like all councils and all tiers of Government, Yarra's financial position has been impacted significantly by the pandemic.

Despite the challenging times we are in, I am incredibly proud to present a draft Budget that continues to address the current needs of our community, while also addressing what will be required in the future. As we recover from the health and economic challenges of COVID-19, Council is committed to investing in what makes our neighbourhoods such great places to live for everyone.

This is a draft Budget that continues to build a solid foundation, ensuring Council has a strong and sustainable financial position in the years ahead. It continues to invest in the local community and deliver key essential services and infrastructure.

A focus on community is key and this year's draft Budget delivers on Yarra's key strategic priorities, particularly around community building and environmental sustainability. This is a Green New Deal draft Budget, which will build a fairer, more equal Yarra community and tackle the climate emergency.

Yarra has a strong and proud history of triumphing in the face of adversity. This document stays true to that and I am incredibly proud to be delivering a draft Budget of this calibre. Not only does it acknowledge and respond to the extraordinary circumstances of last year, but it highlights the resilience we have all shown and strengthens community aspirations and strategic priorities for Yarra.

This draft Budget reflects our priority to keep Yarra liveable by tackling the climate emergency, increasing green public space, boosting active transport and fighting inequality by supporting those in need and creating local jobs.

Some key highlights of this year's draft Budget include:

- Yarra's Transport Action Plan and continued investment in new bicycle infrastructure
- Funding to progress the roll out of a food and organics (FOGO) kerbside collection service
- Collingwood Town Hall precinct Community Hub feasibility study, delivering essential services including a maternal and child health service
- New toilets at Edinburgh Gardens
- Gwynne Street Park will be upgraded and extended to provide more greenery and amenity to the residents and workers in Cremorne
- Increased tree planting program across the city
- Grants to support businesses and vulnerable communities in the climate emergency
- New pedestrian infrastructure across Yarra making getting to school safer and more accessible.
- Transitioning our swimming pools off gas to 100% renewable electricity and improving the energy efficiency of our leisure centres

Attachment 1 - Draft Annual Budget 2021-2022

• Capacity to continue delivering on important Council actions, such as integrated water management, urban agriculture strategy, nature strategy and our heritage aspects of Yarra, including Indigenous heritage.

The draft Budget includes a rate increase of 1.5 per cent, which is consistent with the 2021-22 rate cap outlined under the Fair Go Rating System.

We have worked hard to provide a responsible draft Budget that balances current priorities with future needs, and we now want to hear from you. The draft Budget is available to view on our Your Say Yarra site or you can attend one of our draft Budget information sessions.

Alternatively, you can contact us by emailing info@yarracity.vic.gov.au
The draft Budget will be out for community feedback until Friday, 21 May 2021.

Thank you for taking the time to view our draft Budget. We welcome and value your feedback and look forward to hearing from you.

Warm regards,

Mayor Cr Gabrielle de Vietri
Yarra City Council

Executive Summary

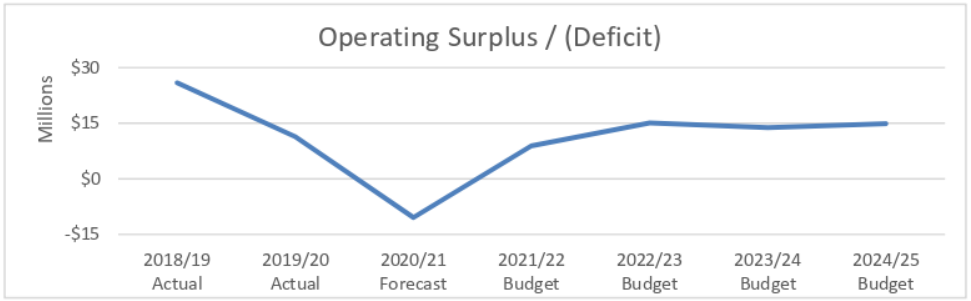
Yarra City Council's 2021/22 Budget is released as our community continues to be impacted by the COVID-19 pandemic, which has had a significant and continuing influence on the Yarra community. It has also impacted the financial circumstances of Council.

Over the coming years we will continue working to support our community while also ensuring Council remains financially sustainable. Key statistical information is provided below comparing the 2020/21 Forecast to the 2021/22 Budget. The 2020/21 financial figures are materially impacted by COVID-19, while this budget assumes a return to some degree of economic normality for 2021/22. It is recognised that this assumption remains a risk to our budget projections.

Our overall operating results is an improvement of $19.4m from the 2020/21 Forecast. Our first ever budget deficit in 2020/21 is expected at this point to be ($10.4m) while our budget for 2021/22 returns us to a modest $8.9m surplus. We will need to grow this surplus in future years in order to fund our capital works and other programs.

Much of Council's cash reserves are held for specific and allocated purposes; for example open space contributions to fund future investments in much needed Community Open space. This budget contains provision for an additional $20m of potential borrowing to help fund our capital investment into the municipality.

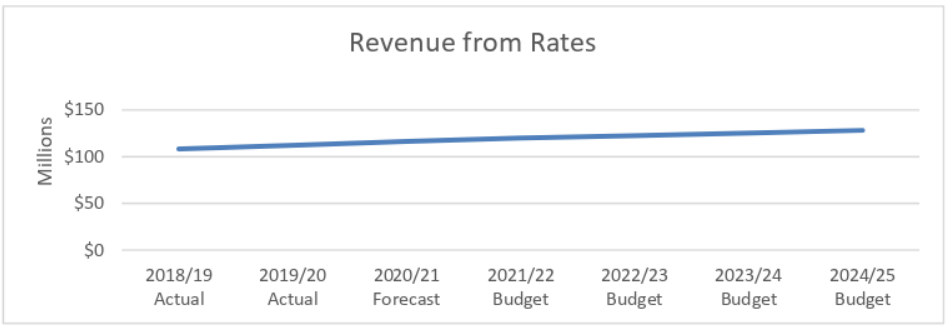
1. Operating Result



The expected operating result for the 2021/22 year is a surplus of $8.9m which is an improvement of $19.3m from the 2020/21 Forecast. This is partly due to the assumption of a return to pre COVID activities in 2021/22. The impact of COVID on Council finances is clearly demonstrated in the graph above, as loss of revenue and importantly our investment in COVID support and relief packages for the community has seen a marked effect on our financial results in the past two years.

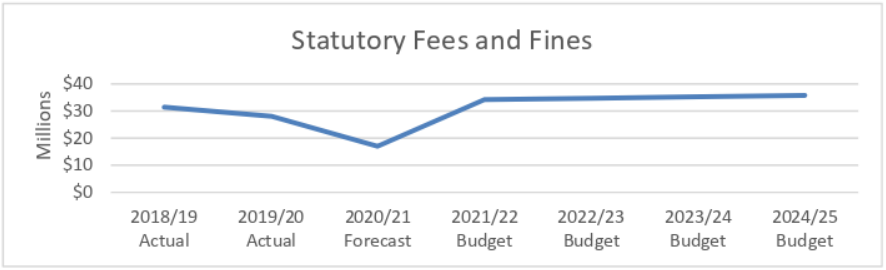
2. Rates and Charges

Total revenue from rates and charges is projected to be $120.0m which incorporates the average rate increase of 1.5%. This is in line with the Fair Go Rates System (FGRS) which caps rates increase by Victorian councils for the 2021/22 financial year. Council has not elected to apply to the Essential Services Commission (ESC) for a variation.



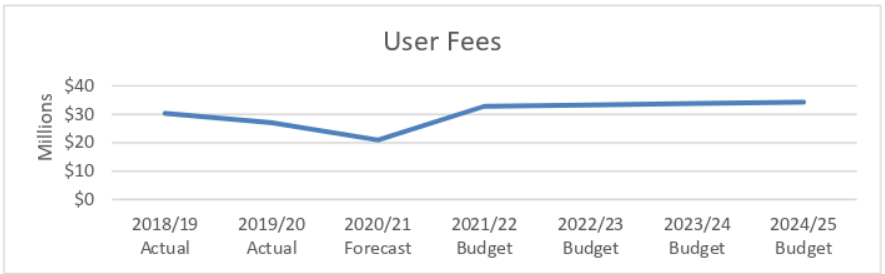
It is important to note, the actual rate increases experienced by individual ratepayers may differ from the 1.5% increase due to revaluations. Rate increases are impacted by the average rate increase (1.5%) and the property valuation increases (or decreases) of individual properties relative to the average across the municipality. If your property value increased by less than the average for the Council your rates will increase by less than 1.5% and may in fact reduce from the previous year. If your property increased in value by more than the average, your rates will increase by more than 1.5%.

3. Statutory Fees and Fines



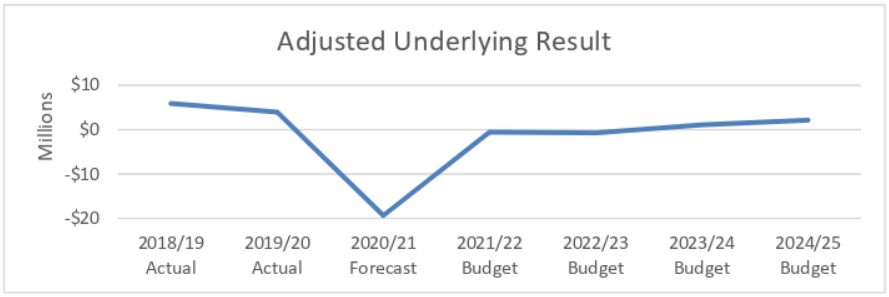
Revenue from Statutory Fees and Fines are expected to be $34.2m which is an increase of 50% on the 2020/21 Forecast. This reflects the dramatic drop in revenue in 2020/21 (particularly parking revenue) due to COVID-19 and a budgeted return to pre COVID activities in 2021/22.

4. User Fees



Revenue from User Fees are expected to be $32.8m which is an increase of 36% on the 2020/21 Forecast. This is again related to the assumption of a return to pre COVID activity levels in 2021/22.

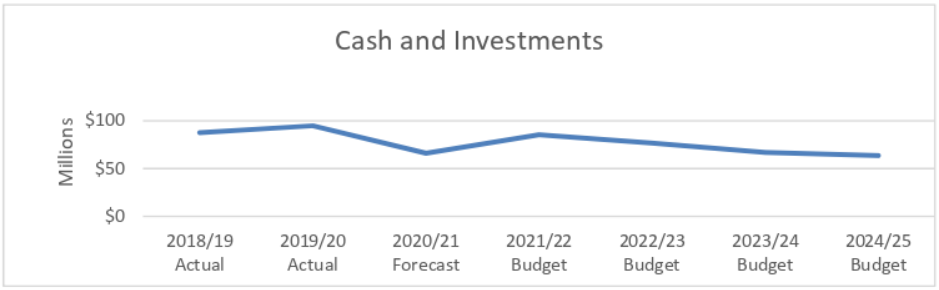
5. Financial Sustainability



The adjusted underlying result is the surplus/deficit for the year adjusted for capital grants and contributions. This is a measure of financial sustainability, and it shows a marginal improvement over the term of the Budget.

The budget has been prepared for the four year period ending 30 June 2025. It is set within a Financial Plan, which assists Council adopting a budget within a longer term financial framework. The key objective of the Financial Plan is to maintain financial sustainability in the medium to long term, while still achieving the Council's strategic objectives.

6. Cash and Investments



Cash and investments, including term deposits, are expected to increase by $18.7m during the year to $84.8m as at 30 June 2022. This is mainly influenced by additional borrowing capacity of $20m that this budget allows Council to undertake if required.

It is important to note that Council must maintain a reasonable amount of cash to meet the requirements of Council business. This ensures all accounts can be paid during times of low income. Council also hold funds for trust and reserves. This ensures all reserves can be accessed at any time to fund the purpose of the reserve. Our open space reserve is an example with funds received from developers specifically set aside for future investment in open spaces within our municipality. Apart from the potential additional borrowing of $20m, our unrestricted cash reserves comprise only $10m of the $84.8m described above.

7. Borrowing

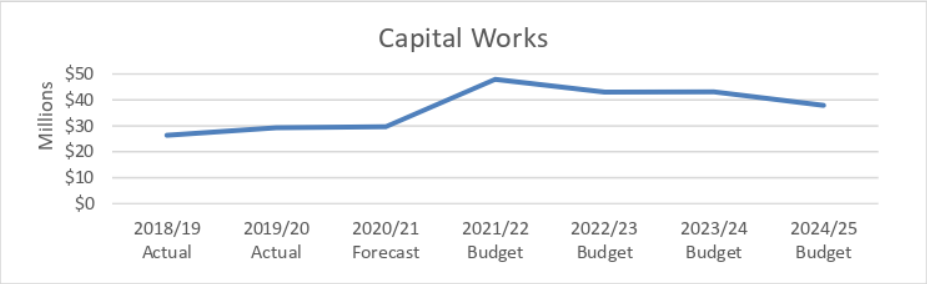
Council recognises that long term borrowings can be a useful tool for funding renewal of existing and major new assets. It also recognises that while borrowings enhance the capacity of Council's short term capital program, debt repayment and borrowing costs may potentially limit the capacity of future capital programs. It is, therefore, important that the utilisation of debt as a funding tool is applied judiciously.

Council borrowed $32.5m in 2013/2014 to settle the Vision Super unfunded defined benefit liability and fund major capital projects. This borrowing is due to be repaid in full in November 2021. Council is refinancing the debt with an aim to repay the loan over ten years.

In addition to the $32.5m refinancing, this budget also allows capacity for Council to borrow up to $20 million in 2021/22. The potential additional borrowings will support Council in delivering our significant program of capital works.

This budget does assume Council will repay principal and interest on all borrowed funds (new and renewed) on an annual basis with a long term reduction in borrowings across the next ten years. Our principal repayments will allow us, depending on prevailing circumstances in the future, to have capacity to borrow further in later years, should that be required.

8. Capital Works



Our Capital works spend has been impacted over the past two financial years by COVID-19. We are delighted to provide a budget that shows a major lift in capital investment across the next four years. Our 2021/22 capital investment comprises $38.7m of new projects (as detailed throughout this budget document) and a further $9.2m of expected carried forward projects from the 2020/21 financial year.

Budget Influences

The four years represented within the Budget are 2021/22 through to 2024/25. In preparing the 2021/22 budget, a number of influences have been taken into consideration. These are outlined below:

• Population Growth – As of 2020, the resident population was estimated at around 103,000 residents living across 40,000 households. The average household size is 2.1 people. Half of households rent their home, well above the Greater Melbourne average (29%). 10% of Yarra's residents live in public housing, well above the Greater Melbourne average (2.6%). Almost 4 in 10 Yarra households are in the highest income quartile earning over $2,395 per week. 1 in 5 households are in the lowest quartile group earning up to $740 per week. 29% of Yarra's residents were born overseas. Yarra's population is predicted to grow by 37% between 2020 and 2035, to reach 142,000.

• Location – Yarra's 19.5 square kilometres include the suburbs of: Abbotsford, Alphington (south of Heidelberg Road), Burnley, Carlton North, Clifton Hill, Collingwood, Cremorne, Fairfield (south of Heidelberg Road), Fitzroy, Fitzroy North, Princes Hill and Richmond.

• Superannuation – Council has an ongoing obligation to fund any investment shortfalls in the Defined Benefits Scheme, which is now closed to new members since 1993. The last call on Local Government was in the 2012-2013 financial year where Council was required to pay $11.3m to top up its share of the Defined Benefits Scheme. The amount and timing of any liability is dependent on the global investment market. At present the actuarial ratios are at a level that additional calls from Local Government are not expected in the next 12 months.

• Financial Assistance Grants – The largest source of government funding to Council is through the annual Victorian Grants Commission allocation. The overall state allocation is determined by the Federal Financial Assistance Grant.

• Capital Grant Funding – Capital grant opportunities arise continually.

• Cost shifting - this occurs where Local Government provides a service to the community on behalf of the State and Federal Government. Over time, the funds received by Local Governments does not increase in line with real cost increases, such as school crossing or library services, resulting in a further reliance on rate revenue to meet service delivery expectations.

• Enterprise Agreement (EA) – Council is in the process of an enterprise agreement negotiation. The outcome of the agreement may have a significant impact on Council's operating costs.

• Rate Capping – The Victorian State Government continues to apply a cap on rate increases. The cap for 2021/22 has been set at 1.50%.

• Supplementary Rates – Supplementary rates are additional rates received after the budget is adopted each year, for the part of the year when a property value increases in value (e.g. due to improvements made or change in land class), or new residents become assessable. Importantly, supplementary rates recognises that new residents require services on the day they move into the municipality and Council is committed to providing these. Supplementary rates income is based on historical and forecast data and is set at anticipated levels. Supplementary rates become part of the

• Waste Disposal Costs – The Environment Protection Agency (EPA) regulation has a sustained impact on Council with regards to compliance with existing and past landfills sites. Waste disposal costs are also impacted by industry changes such as increasing EPA landfill levies and negotiation of contracts e.g. recycling sorting and acceptance.

• Development Contributions – The rate of growth and flow of development contributions income depends on land sales and the desire of developers to construct new developments within the municipality. As Yarra's Development Contribution scheme only formally commenced in early 2021, development contributions income is based on forecast data and is set at anticipated levels.

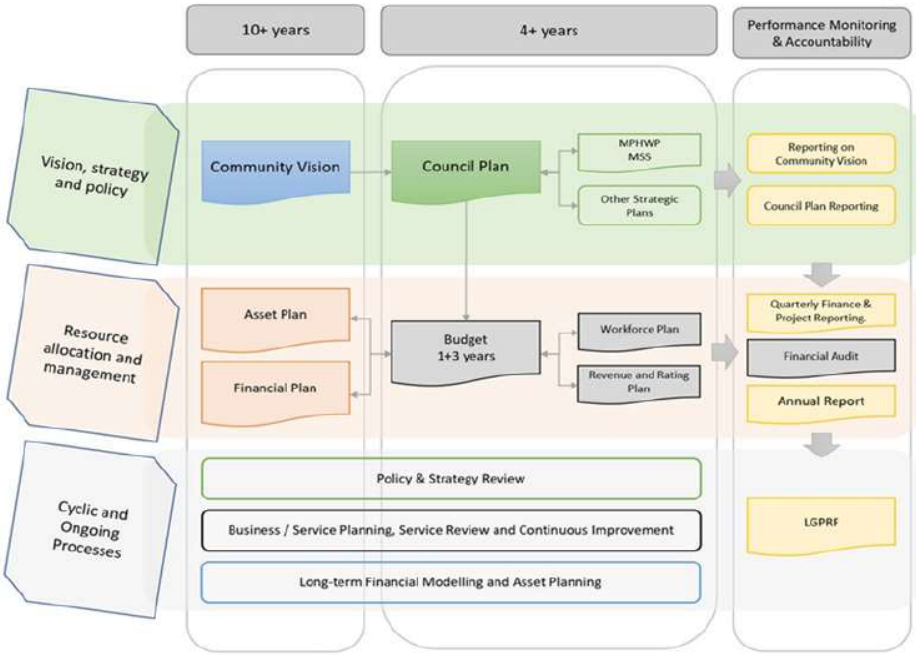
• Coronavirus – COVID-19 has presented a fast-evolving significant challenge to businesses, households, and the economy worldwide. Council has acted in the interest of keeping our community, residents and workforce safe.

1. Link to the Council Plan

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

1.1 Legislative Planning and accountability framework

The Budget is a rolling four-year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The diagram below depicts the integrated planning and reporting framework that applies to local government in Victoria. At each stage of the integrated planning and reporting framework there are opportunities for community and stakeholder input. This is important to ensure transparency and accountability to both residents and ratepayers.



Source: Department of Jobs, Precincts and Regions
- MPHWP MSS - Municipal public health and wellbeing planning - Municipal Strategic
- LGPRF Local Government Performance Reporting Framework

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

The Council Plan 2017-21 expires on 30 June 2021. A Council Plan 2021-25 is being developed and will be adopted by 31 October 2021 in accordance with the Local Government Act 2020. Yarra City Council is also developing its first Community Vision, which is a new requirement of the Local Government Act 2020. The Vision – Yarra 2036 - will identify the long-term aspirations and priorities of the community and provide a future lens to guide Council's planning and decision making.

The draft 2021/22 Budget has been structured according to the Strategic Objectives in the current Council Plan 2017-21. It is acknowledged that this will change once new Strategic Objectives are adopted as a result of the work in progress to develop a Community Vision and the Council Plan 2021-25.

1.1.2 Key planning considerations

Service level planning

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

1.2 Our purpose

Our Vision

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

Our values

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

ACCOUNTABILITY

We own what we do and expect others to as well.

RESPECT

We include all. Diversity is our strength.

COURAGE

We are intentional in our actions. We seek the brave path.

1.3 Strategic objectives

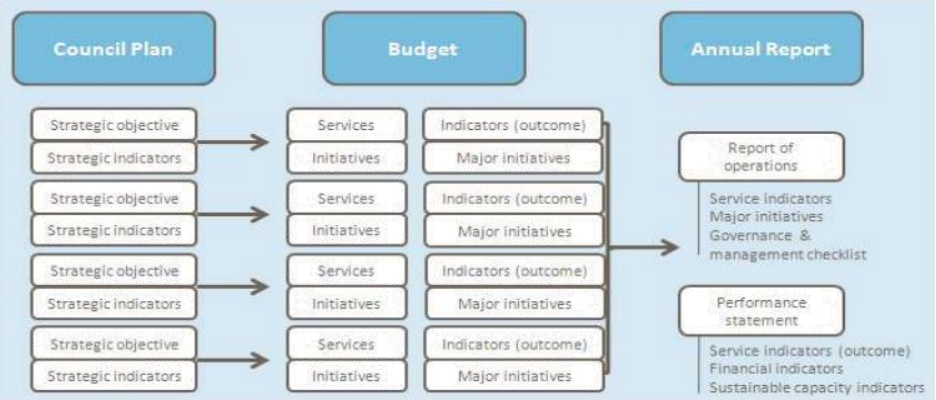
Council delivers services and initiatives across a number of Branches and Business Units. Each contributes to the achievement of one of the Strategic Objectives as set out in the Council Plan incorporating the Municipal Public Health and Wellbeing Plan for the years 2017-21.

The following table lists the seven Strategic Objectives as described in the Council Plan 2017-21.

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

2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2021/22 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below



Source: Source: Department of Jobs, Precincts and Regions

2.1 Strategic Objective 1

A healthy Yarra:

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

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Family, Youth and Children's Services	Family, Youth and Children's Services provides a diverse range of contemporary, affordable, responsive and accessible quality frontline services to children, young people and families aged 0-25 years and is also responsible for municipal wide planning for children and young people. Key services: • Education and Care / Children's Services • Maternal & Child Health • Family Support and Programs • Youth & Middle Years support programs • Service Planning and Development • Connie Benn Community Hub	*Inc*	9,953	10,157	11,823
		Exp	17,844	18,590	19,489
		Surplus/(deficit)	(7,891)	(8,433)	(7,666)

Attachment 1 - Draft Annual Budget 2021-2022

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Aged and Disability Services	Aged and Disability Services provides a range of services to assist older adults and people with disabilities to live independently in their homes. The services include home care, personal care, home maintenance, meals and social support to older people, younger people with disability and their carers. The Branch carries out community development and strategic planning roles to support the inclusion of older adults and people with disability in community life. Key Services: • Delivering community care services • Community Development • Support for Older Persons Groups • Strategy planning and development for Disability, Access & Inclusion and Active Ageing • Community Transport • Contract Management	Inc	3486	4094	4049
		Exp	6,007	6,267	6,425
		Surplus/(deficit)	(2,521)	(2,173)	(2,376)
Recreation and Leisure Services	Recreation and Leisure Services operates three major leisure and aquatic facilities, a public golf course and a community gymnasium and provides a range of high quality facilities and programs that encourage participation from a broad cross section of the community. The branch is also responsible for developing and maintaining multiple sporting facilities, grounds and pavilions. Key Services: • Collingwood Leisure Centre • Richmond Recreation Centre • Fitzroy Swimming Pool • Collingwood Estate Gym • Burnley Golf Course • Recreation planning, club development and sports field allocation	*Inc*	8,228	5,412	11,739
		Exp	12,336	10,451	12,676
		Surplus/(deficit)	(4,108)	(5,039)	(937)
Compliance Services	Compliance Services is responsible for a range of statutory enforcement services to maximise the health, safety and harmony of the City. Key services: • Animal Management • Local Laws Enforcement • School Crossing Management • Temporary Liquor Licensing referrals • Local Law permits • Litter Enforcement • Construction Enforcement • Planning Enforcement • Health Protection • Gleadell Street Market	*Inc*	3,779	3,469	4,570
		Exp	6,081	6,291	6,420
		Surplus/(deficit)	(2,302)	(2,822)	(1,850)

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Social Strategy	Social Strategy has responsibility for developing and implementing strategies on affordable housing and homelessness, alcohol and other drugs, gambling, community safety and population health and wellbeing. Key services: • Social policy advice • Strategic advocacy • Stakeholder management (government and commissioned agencies in justice, planning, health and human services, et.al) • Qualitative and quantitative survey research • Demography and population forecasts, social and health statistics • Geospatial analysis • Literature reviews	*Inc*	2	- 6	-
		Exp	472	570	659
		Surplus/(deficit)	(470)	(576)	(659)

Major Initiatives

1) **Otter Street Pocket Park ($1.09m)**
A new park will be constructed in Otter Street that will service a community that has very limited access to open space.

2) **Brunswick Street Oval precinct redevelopment ($600K)**
Council will continue work on the redevelopment of Brunswick Street Oval sporting and community facilities. The redevelopment includes upgraded facilities to enable better participation of women and girls, fit-for-purpose meeting rooms for community use, more public toilets and improved access and safety.

3) **Edinburgh Gardens Public Toilets ($595K)**
New public toilets will be constructed in Edinburgh Gardens.

Other Initiatives

4) **Ryan's Reserve Pavilion ($400K)**
Council will complete the redevelopment of the Ryan's Reserve pavilion and public toilet facilities to comply with ESD and DDA requirements.

5) **Stephenson Reserve ($175K)**
Stephenson Reserve will be upgraded and extended to provide more greenery and amenity to the residents and workers in Cremorne.

6) **Gwynne Street Park ($250K)**
Gwynne Street Park will be upgraded and extended to provide more greenery and amenity to the residents and workers in Cremorne.

Service Performance Outcome Indicators

Service	Indicator	2019/20 Actual	2020/21 Forecast	2021/22 Budget
Animal Management*	Health and Safety Animal management prosecutions. (Percentage of animal management prosecutions which are successful)	100%	100%	100%
Aquatic Facilities*	Utilisation Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of population)	7.08	7.08	7.08
Food Safety*	Health and Safety Critical and major non-compliance outcome notifications. (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	100.00%	100%	100%
Maternal and Child Health*	Participation Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	84.20%	84.20%	84.20%
Maternal and Child Health*	Participation Participation in the MCH service by Aboriginal children. (Percentage of Aboriginal children enrolled who participate in the MCH service)	95.65%	95.65%	95.65%

* refer to table at end of section 2.7 for information on the calculation of Service Performance Outcome Indicators

Attachment 1 - Draft Annual Budget 2021-2022

2.2 Strategic Objective 2

An inclusive Yarra:

A place where…Inclusion, diversity and uniqueness are welcomed, respected and celebrated

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

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Community Development	Community Development strengthens civic participation, champions social inclusion and cohesion and supports community groups and organisations through programs including the Community Grants Program, Neighbourhood Houses Partnership Strategy and MOU, Social Justice Charter, Homelessness & Rough Sleeping Engagement, Volunteering Strategy, Multicultural Partnerships Plan and Community Strengthening Policy Framework. Key Services: • Community capacity building initiatives (community events, training and education) • Supporting multicultural community networks (Multicultural Advisory Group, Yarra Settlement Forum Yarra and Interfaith Network) • Manage relationships and funding agreements with Neighbourhood Houses and community centres • Grant making (applications, assessment, recommendation, awarding, monitoring and return measurement) • Engagement with rough sleepers and service coordination	*Inc*	10	-	-
		Exp	3,507	4,434	3,399
		Surplus/(deficit)	(3,497)	(4,434)	(3,399)

Other Initiatives

1) **Collingwood Senior Citizens Centre (including Willowview) ($50K)**
   Responding to the outcomes of a Community Needs Analysis, Council will commence planning to establish the Collingwood Senior Citizens Centre as a modern centre to meet the needs of people 50+ including people with specific needs and provide a space that is more welcoming of the general community for a range of functions and activities.

2) **Community grants ($1.02m)**
   Continuation of our grants program for community use ($1.02m) as part of our overall grants program.

2.3 Strategic Objective 3

A sustainable Yarra:

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

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Sustainability Services	Sustainability Services delivers overarching environment and sustainability policy, programs, engagement and communications, focused strongly on responding to the climate emergency.	*Inc*	6	52	50
		Exp	3,110	3,475	3,632
		Surplus/(deficit)	(3,104)	(3,423)	(3,582)
City Works	City Works oversees the delivery of all waste services, waste minimisation, street cleaning, open space maintenance and urban agriculture. Key Services: • Waste and recycling services, policy and planning • Waste minimisation • Street cleaning • Open space maintenance • Fleet management • Services improvement	*Inc*	930	587	221
		Exp	31,317	32,404	33,592
		Surplus/(deficit)	(30,387)	(31,817)	(33,371)

Major Initiatives

1) **FOGO ($500K)**
Council is committing an amount of $500k in 2021/22 and $1 million per year afterwards to progress the roll out of a food and organics (FOGO) kerbside collection service.

Other Initiatives

2) **Energy efficiency upgrades at gyms ($390K)**
Energy efficiency upgrades will be undertaken at Council's gyms to deliver significant energy saving costs and improve gym users' thermal comfort and experience at our gyms.
3) **Transitioning Council Assets from the use of natural gas ($315K)**
Council will continue the transition from natural gas usage in council owned and operated buildings to electricity from renewable sources as part of Council's commitment to urgent action to respond to the global climate emergency.
4) **Tree Planting Program ($200K)**
Council is accelerating its tree planting program to provide natural cooling in response to increased heat and heatwaves.
5) **Supporting Business and Vulnerable Communities in the Climate Emergency ($180K)**
Funding will be provided to support businesses and vulnerable community members to transition to renewable energy.
6) **Zero Carbon Development Planning Scheme Amendment ($126K)**
A key action in the Climate Emergency Plan, Council is allocating funding to implement the zero carbon development planning scheme amendment project.
7) **Nature Strategy ($127K)**
Funding to deliver Year 1 actions from Council's adopted Nature strategy.
8) **Community grants for climate action ($98K)**
Council will increase its dedicated pool of funds for community-led projects that respond to the climate emergency.

Service Performance Outcome Indicators

Service	Indicator	2019/20 Actual	2020/21 Forecast	2021/22 Budget
Waste collection*	Waste Diversion Kerbside collection waste diverted from landfill. (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	36.33%	36.33%	36.33%

* refer to table at end of section 2.7 for information on the calculation of Service Performance Outcome Indicators

2.4 Strategic Objective 4

A liveable Yarra:

A place where…Development and growth are managed to maintain and enhance the character and heritage of the city
With demand for inner city housing increasing, Council is mindful of the importance of balancing the needs of new and existing residents, and ensuring that development does not encroach on the amenity or heritage of our city.

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
City Strategy	City Strategy plans for Yarra's future growth, sustainability and liveability, guides the design of key public spaces and increases and improves Yarra's open space network. Key Services: • Strategic Planning • Urban Design and Place Making • Open Space Planning and Design	*Inc*	269	124	115
		Exp	4,077	3,794	4,658
		Surplus/(deficit)	(3,808)	(3,670)	(4,543)
Building Services	Building Services ensures the safety of the public in the built environment, maintains building permit documentation and fulfils Councils statutory functions under the Building Act. Key services: • Statutory Compliance for buildings and structures • Building Customer Service	*Inc*	630	552	723
		Exp	1,441	1,796	1,867
		Surplus/(deficit)	(811)	(1,244)	(1,144)
Statutory Planning	Statutory Planning makes balanced and reasonable decisions about the use and development of land which give effect to state and local planning policies and manages change to respect the liveability of the city. These decisions are to be based on clear procedures, appropriate public participation and coordination with other Branches of Council and the policies and controls outlined with the Yarra Planning Scheme. Key Services: • Planning Applications • VCAT and Panel Hearings • Advice on planning and specialist heritage and environmental sustainability issues • Subdivision compliance	*Inc*	10,726	6,880	7,377
		Exp	5,440	6,472	6,479
		Surplus/(deficit)	5,286	408	898
Heritage Services	Heritage Services covers all aspects of cultural heritage and heritage places and includes sites, buildings (including interiors), landscapes, streets, laneways, objects, collections, documents and records of the City. Key services: • Providing strategic advice to Council • Managing the Heritage Restoration Fund • Heritage Strategy development and implementation • Coordination of the Heritage Advisory Committee	*Inc*	-	-	-
		Exp	232	344	476
		Surplus/(deficit)	(232)	(344)	(476)

Other Initiatives

1) **Heritage Strategy ($92K)**
Council is allocating funding to employ a heritage officer (indigenous specialty) to progress projects and initiatives identified in the hertage strategy.

2) **Pocket Parks ($150K)**
Planning and design for two new pocket parks within Richmond, including Cremorne.

Service Performance Outcome Indicators

Service	Indicator	2019/20 Actual	2020/21 Forecast	2021/22 Budget
Statutory planning*	Decision making Council planning decisions upheld at VCAT. (Percentage of planning application decisions subject to review by VCAT and that were not set aside)	86.00%	86.00%	86.00%

2.5 Strategic Objective 5

A prosperous Yarra

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

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

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Economic Development	Economic Development develops programs to support Yarra's economy and promote local businesses and key retail precincts. Key Services: • Providing advice, support and services to local businesses • Undertaking tourism and marketing programs	*Inc*	-	96	-
		Exp	918	1,074	776
		Surplus/(deficit)	(918)	(978)	(776)
Library Services	Yarra Libraries provides a place for all people to connect with others, discover new things and find inspiration, both within the library walls and beyond. Key Services: • Free core public library services • Authoritative, accessible information services • Collections and services to support individual and collective quality of life • Development and delivery of activities and events to support reader development and social inclusion • Quality service which we develop and evaluate to pursue excellence • Places and spaces for the community to come together – both real and virtual.	*Inc*	820	831	805
		Exp	5,630	5,773	6,292
		Surplus/(deficit)	(4,810)	(4,942)	(5,487)
Arts, Culture and Venues	Arts, Culture and Venues facilitates creative, vibrant and connected communities through place making, community building, capacity building and direct service delivery. Key services: • Venues bookings • Service delivery for the operation of three civic buildings and community spaces • Events permits • Parks and open spaces bookings • Arts development • Community arts • Festivals and events • Art and heritage collections • Room to Create (creative spaces support) program • Civic halls and events management	*Inc*	421	170	795
		Exp	4,188	3,756	4,063
		Surplus/(deficit)	(3,767)	(3,586)	(3,268)

Other Initiatives

1) **Brunswick Street Activity Centre ($180K)**
Council will undertake concept and detailed design and implement works to upgrade an existing kerb outstand on the south east corner of Kerr Street and Brunswick Street, as part of the endorsed Brunswick Street Streetscape Masterplan. The project will increase public space in the busy shopping precinct, encourage public and business to return to Brunswick Street and improve the public realm with places to sit and new trees and greenery.

2) **Smart Poles ($70K)**
The Yarra Smart Pole project will see the installation of innovative smart poles at key sites across the city. The project will enable Yarra to provide a range of integrated smart city services and collect and analyse data to inform evidence-based public space planning.

Service Performance Outcome Indicators

Service	Indicator	2019/20 Actual	2020/21 Forecast	2021/22 Budget
Libraries	Participation Active library borrowers. (Percentage of the population that are active library borrowers)	16.24%	16.24%	16.24%

2.6 Strategic Objective 6

A connected Yarra:

A place where…Connectivity and travel options are environmentally sustainable, integrated and well-designed
Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Parking Services	Parking Services is responsible for a range of statutory enforcement services to maximise the safety, compliance and harmony of the City and for the management of limited parking resources. Key Services: • Parking Enforcement Program • Processing Parking Infringements • Parking Permit Scheme • Prosecutions	*Inc*	27,916	16,974	34,274
		Exp	14,047	10,655	14,878
		Surplus/(deficit)	13,869	6,319	19,396
Strategic Transport	Strategic Transport focuses on advocacy and policy and delivers cycling infrastructure projects. Key Services: • Advocating for improved public transport services • Improving bicycle infrastructure • Developing initiatives to increase number of cyclists • Delivering road safety projects for cyclists and pedestrians	*Inc*	-	15	15
		Exp	665	594	775
		Surplus/(deficit)	(665)	(579)	(760)
Infrastructure, Traffic and Civil Engineering	Infrastructure, Traffic and Civil Engineering provides technical assessment, planning, community consultation, design and project management of all road infrastructure and development works throughout the municipality. Key Services: • Road Services • Development and Civil Engineering • Capital project delivery • Drainage and Stormwater • Traffic (including LAPMS) • Construction Management	*Inc*	7,303	6,862	7,913
		Exp	6,704	8,253	7,098
		Surplus/(deficit)	599	(1,391)	815

Major Initiatives

1) **Local Area Place Making (LAPM) Program Implementation ($2.32m)**
Traffic calming and place making treatments will be delivered in the following precincts to improve safety and amenity.
•Carlton North (LAPM 2) ($150K)
•Scotchmer (LAPM 3) ($763K)
•Abbotsford (LAPM 13) ($934K)
•Princes Hill (LAPM 1) ($65K)
•Rose (LAPM 9) ($90K)
•Highett (LAPM 15) ($50K)
•Bendigo (LAPM 19) ($220K)
•East Clifton Hill/North Abbotsford (LAPM 6) ($50K)

Other Initiatives

2) **Bicycle Network Infrastructure ($300K)**
Funding for Bicycle Infrastructure projects including bicycle lanes, signage, ramps, signal changes and bike parking.

3) **Transport Action Plan ($100K)**
Council will commence work on developing a Transport Action Plan.

Service Performance Outcome Indicators

Service	Indicator	2019/20 Actual	2020/21 Forecast	2021/22 Budget
Roads*	Satisfaction Satisfaction with sealed local roads. (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	75	75	75

* refer to table at end of section 2.7 for information on the calculation of Service Performance Outcome Indicators

2.7 Strategic Objective 7

A leading Yarra:

A place where…Transparency, performance and community participation drive the way we operate
Council is committed to change through an energised, cohesive team of professionals, recognised for our leadership, innovation and service.

Services

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
CEO Office	The CEO Office includes the Governance and Support Office, Office of Mayor and Councillors and the Property Management Unit. It is responsible for a range of professional services to internal and external clients, with an emphasis on governance related issues including compliance, regulation, transparency probity and Internal Audit. It is also responsible for managing Councils property portfolio including leases, licences and management agreements. Internal Audit ensures the organisation has policies and procedures in place to manage its risks and engender confidence in our corporate governance. It is responsible for oversight of the organisation's Internal Audit Program and provides the Secretariat function for Council's Audit Committee. Key Services: • Council agendas and minutes • Freedom of Information • Internal ombudsman • Mayor and Councillors Office • Place naming • Property Management • Public Registers • Management of Legal Services • Audit Committee • Internal Audit program • Aboriginal Partnerships	*Inc*	1,280	1,280	1,589
		Exp	6,593	7,269	7,051
		Surplus/(deficit)	(5,313)	(5,989)	(5,462)
Advocacy and Engagement	Advocacy and Engagement provides an end-to-end communications function (internal, external, media, brand, digital channels, civic events, brand management, marketing, graphic design, speeches, consultation). Key Services: • Communications and engagement • Digital communications and marketing • Strategic advocacy	*Inc*	-	-	-
		Exp	2,289	2,332	2,613
		Surplus/(deficit)	(2,289)	(2,332)	(2,613)
Customer Service	The Customer Service Branch is responsible for engaging and assisting customers/community with information, issues and business transactions across all corporate channels. Key Services: • Customer Service • Customer Relationship Management system and Customer Experience Strategy • Records management	*Inc*	1	-	-
		Exp	3,266	3,187	3,454
		Surplus/(deficit)	(3,265)	(3,187)	(3,454)

Attachment 1 - Draft Annual Budget 2021-2022

Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Building and Asset Management	Building and Asset Management is responsible for Council's building assets as well as coordinating asset management and capital works planning and reporting activities across all of Council's asset classes. Key Services: • Strategic Asset Management • Capital Works planning, development, delivery, monitoring and reporting • Building Services and Facilities Maintenance • Building Projects delivery • Development Contribution Plan administration	*Inc*	43	750	1,500
		Exp	7,943	7,442	7,507
		Surplus/(deficit)	(7,900)	(6,692)	(6,007)
Corporate Planning and Performance	The Corporate Planning and Performance Branch's purpose is to provide leadership and resources to support and enable the organisation to achieve Council's service delivery objectives, legislative requirements and strategic objectives. A key purpose of the Branch is to support Councillors and the community to develop their long and medium term strategic direction, through the Community Vision and Council Plan, and achieve their stated goals and outcomes. Key Services: • Corporate planning and reporting • Branch Plans and service reviews • Project Management Office • Community Infrastructure Planning • Business Improvement • Council Plan development, monitoring and implementation	*Inc*	-	-	-
		Exp	961	1,213	1,320
		Surplus/(deficit)	(961)	(1,213)	(1,320)
Finance	The Finance Branch provides high quality financial services across Council, ensuring that robust systems and processes are in place to safeguard the integrity of Council's assets and to ensure the long-term financial sustainability of Council. Key Services: • Management Accounting • Revenue Management • Rates and Valuation Services • Financial Accounting • Financial Audit • Contracts and Procurement	*Inc*	5,164	4,909	2,950
		Exp	3,847	4,374	4,584
		Surplus/(deficit)	1,317	535	(1,634)
Information and Communication Technology	Information and Communication Technology facilitates the acquisition, maintenance, retirement and usage of all information systems maintained or used by the operations and staff of the City of Yarra including fixed and mobile hardware, installed and cloud sourced software and telecommunications equipment. Key Services: • Business Analysis • Support of business applications and process improvements • Administration and maintenance of the IS Infrastructure • GIS Administration	*Inc*	16	10	-
		Exp	6,754	8,846	10,022
		Surplus/(deficit)	(6,738)	(8,836)	(10,022)

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Service area	Description of services provided		2019/20 Actual $'000	2020/21 Forecast $'000	2021/22 Budget $'000
Human Resources Services and Support	HR Services and Support manages the employee lifecycle (this includes, on boarding and off boarding) and administering employee benefits whilst enabling the organisation to get the most out of their employees and enhance the overall employee experience. Key Services: • HR Business Partnering • Industrial Relations • Payroll	*Inc*	-	-	-
		Exp	1,866	2,087	2,213
		Surplus/(deficit)	(1,866)	(2,087)	(2,213)
Organisational Culture, Capability and Diversity	The Organisational Culture, Capability and Diversity Team works with leadership, individuals, teams and across the whole of Yarra to ensure that Yarra offers a safe, vibrant and inclusive culture where everyone can make a positive difference in our community. Key Services: • Diversity & Inclusion • Safeguarding Children & Young People • Culture & Organisational Development • Leadership, Learning & Development	*Inc*	48	-	-
		Exp	1,130	1,597	1,709
		Surplus/(deficit)	(1,082)	(1,597)	(1,709)
Risk and Safety	The Risk and Safety team provides both strategic and operational guidance, advice and resources to support and enable the organisation in minimising risk and safety exposure in Council's service delivery objectives, legislative requirements and strategic objectives. Key Services: • Risk Management • Occupational Health and Safety • Emergency Management	*Inc*	5	-	-
		Exp	2,269	2,653	3,456
		Surplus/(deficit)	(2,264)	(2,653)	(3,456)

Other Initiatives

1) **Community Vision and Council Plan**
This year Council will be adopting its first Community Vision following extensive engagement with the community and a deliberative panel process. The Council Plan 2021-25 will be adopted in October.

Service Performance Outcome Indicators

Service	Indicator	2019/20 Actual	2020/21 Forecast	2021/22 Budget
Governance*	Satisfaction Satisfaction with Council decisions. (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	71	71	71

* refer to table at end of section 2.7 for information on the calculation of Service Performance Outcome Indicators

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	Satisfaction with Council decisions. (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	Community satisfaction rating out of 100 with the performance of Council in making decisions in the interest of the community
Statutory planning	Decision making	Council planning decisions upheld at VCAT. (Percentage of planning application decisions subject to review by VCAT and that were not set aside)	[Number of VCAT decisions that did not set aside Council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100
Roads	Satisfaction	Satisfaction with sealed local roads. (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.
Libraries	Participation	Active library borrowers. (Percentage of the population that are active library borrowers)	[The sum of the number of active library borrowers in the last 3 financial years / The sum of the population in the last 3 financial years] x100
Waste collection	Waste diversion	Kerbside collection waste diverted from landfill. (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of population)	Number of visits to aquatic facilities / Population
Animal Management	Health and safety	Animal management prosecutions. (Percentage of animal management prosecutions which are successful)	Number of successful animal management prosecutions / Total number of animal management prosecutions

Service	Indicator	Performance Measure	Computation
Food safety	Health and safety	Critical and major non-compliance outcome notifications. (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	[Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about food premises] x100
Maternal and Child Health	Participation	Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100
		Participation in the MCH service by Aboriginal children. (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the financial year) / Number of Aboriginal children enrolled in the MCH service] x100

2.8 Reconciliation with budgeted operating result

	Surplus / (Deficit) $'000	Expenditure $'000	Revenue $'000
A healthy Yarra	(13,488)	45,669	32,181
An inclusive Yarra	(3,399)	3,399	-
A sustainable Yarra	(36,953)	37,224	271
A liveable Yarra	(5,265)	13,480	8,215
A prosperous Yarra	(9,531)	11,130	1,599
A connected Yarra	19,450	22,752	42,202
A leading Yarra	(37,890)	43,929	6,039
Total	**(87,074)**	**177,583**	**90,509**
Expenses added in:			
Depreciation	(24,550)		
Amortisation - right of use assets	(1,145)		
Finance costs - Borrowings	(1,387)		
Finance costs - Leases	(119)		
Other Expenses	(335)		
Deficit before funding sources	**(114,610)**		
Funding sources added in:			
Rates and charges revenue	119,991		
Capital Grants	3,052		
Other Income	474		
Total funding sources	**123,517**		
Operating (surplus)/deficit for the year	**8,907**		

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3. Financial Statements

This section includes the following financial statements prepared in accordance with the Local Government Act 2020 and the Local Government (Planning and Reporting) Regulations 2020.

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

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Comprehensive Income Statement
For the four years ending 30 June 2025

	NOTES	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Projections 2022/23 $'000	2023/24 $'000	2024/25 $'000
Income						
Rates and charges	4.1.1	116,369	**119,991**	122,631	125,462	128,335
Statutory fees and fines	4.1.2	17,004	**34,240**	34,754	35,275	35,804
User fees	4.1.3	20,928	**32,786**	33,277	33,776	34,283
Grants - Operating	4.1.4	18,836	**15,356**	15,586	15,820	16,058
Grants - Capital	4.1.4	3,099	**3,052**	9,427	1,828	1,851
Contributions - monetary - open space	4.1.5	4,500	**4,500**	4,500	9,000	9,000
Contributions - monetary - other	4.1.5	1,311	**1,906**	1,900	1,900	1,900
Net gain/(loss) on disposal of property, infrastructure, plant and equipment		3,080	**50**	50	50	50
Other income	4.1.6	2,091	**2,145**	2,396	2,646	2,896
Total income		187,218	**214,026**	224,521	225,757	230,177
Expenses						
Employee costs	4.1.7	92,649	**96,587**	98,635	100,615	102,624
Materials and services	4.1.8	74,396	**75,700**	77,711	78,877	80,006
Depreciation	4.1.9	23,800	**24,550**	25,050	25,550	26,050
Amortisation - right of use assets	4.1.11	1,148	**1,145**	1,076	152	-
Bad and doubtful debts		3,000	**5,000**	5,000	5,000	5,000
Borrowing costs		1,867	**1,387**	1,245	1,096	942
Finance Costs - leases		163	**119**	48	2	-
Other expenses	4.1.12	629	**631**	641	650	660
Total expenses		197,652	**205,119**	209,406	211,942	215,283
Surplus/(deficit) for the year		(10,434)	**8,907**	15,115	13,815	14,895
Other comprehensive income						
Items that will not be reclassified to surplus or deficit in future periods						
Net asset revaluation increment /(decrement)		-	-	59,519	-	59,817
Share of other comprehensive income of associates and joint ventures		-	-	-	-	-
Items that may be reclassified to surplus or deficit in future periods (detail as appropriate)		-	-	-	-	-
Total comprehensive result		(10,434)	**8,907**	74,634	13,815	74,711

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Balance Sheet
For the four years ending 30 June 2025

	NOTES	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Projections 2022/23 $'000	2023/24 $'000	2024/25 $'000
Assets						
Current assets						
Cash and cash equivalents		66,065	**84,775**	76,055	66,311	63,146
Trade and other receivables		32,635	**16,759**	16,461	16,243	16,106
Inventories		165	**165**	165	165	165
Other assets		1,095	**1,095**	1,095	1,095	1,095
Total current assets	4.2.1	99,960	**102,794**	93,776	83,814	80,512
Non-current assets						
Trade and other receivables		5	**5**	5	5	5
Property, infrastructure, plant & equipment		1,936,491	**1,959,351**	2,036,307	2,053,330	2,124,451
Right-of-use assets	4.2.4	2,387	**1,228**	152	-	-
Total non-current assets	4.2.1	1,938,883	**1,960,584**	2,036,464	2,053,335	2,124,456
Total assets		2,038,843	**2,063,378**	2,130,240	2,137,149	2,204,968
Liabilities						
Current liabilities						
Trade and other payables		15,390	**15,390**	15,390	15,390	15,390
Trust funds and deposits		12,303	**12,303**	12,303	12,303	12,303
Unearned Income		2,365	**2,365**	2,365	2,365	2,365
Provisions		15,520	**15,520**	15,520	15,520	15,520
Interest-bearing liabilities	4.2.3	1,270	**6,189**	6,338	6,492	6,650
Lease liabilities	4.2.4	1,165	**1,182**	165	-	-
Total current liabilities	4.2.2	48,013	**52,949**	52,081	52,070	52,228
Non-current liabilities						
Provisions		1,267	**1,267**	1,267	1,267	1,267
Interest-bearing liabilities	4.2.3	39,972	**52,213**	45,875	39,383	32,733
Lease liabilities	4.2.4	1,347	**166**	-	-	-
Other liabilities		2,625	**2,256**	1,858	1,455	1,056
Total non-current liabilities	4.2.2	45,211	**55,902**	49,000	42,105	35,056
Total liabilities		93,224	**108,851**	101,081	94,175	87,284
Net assets		1,945,619	**1,954,527**	2,029,159	2,042,974	2,117,684
Equity						
Accumulated surplus		657,048	**663,195**	675,423	681,548	688,491
Reserves		1,288,572	**1,291,332**	1,353,736	1,361,426	1,429,193
Total equity		1,945,620	**1,954,527**	2,029,159	2,042,974	2,117,684

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Statement of Changes in Equity
For the four years ending 30 June 2025

	NOTES	Total	Accumulated Surplus	Revaluation Reserve	Other Reserves
		$'000	$'000	$'000	$'000
2021 Forecast Actual					
Balance at beginning of the financial year		1,956,054	670,892	1,270,317	14,845
Impact of adoption of new accounting standards		-	-	-	-
Adjusted opening balance		1,956,054	670,892	1,270,317	14,845
Surplus/(deficit) for the year		(10,434)	(10,434)	-	-
Net asset revaluation increment/(decrement)		-	-	-	-
Transfers to other reserves		-	(4,500)	-	4,500
Transfers from other reserves		-	1,090	-	(1,090)
Balance at end of the financial year		**1,945,620**	**657,048**	**1,270,317**	**18,255**
2022 Budget					
Balance at beginning of the financial year		**1,945,620**	**657,048**	**1,270,317**	**18,255**
Surplus/(deficit) for the year		**8,907**	**8,907**	**-**	**-**
Net asset revaluation increment/(decrement)		**-**	**-**	**-**	**-**
Transfers to other reserves	**4.3.1**	**-**	**(4,500)**	**-**	**4,500**
Transfers from other reserves	**4.3.1**	**-**	**1,740**	**-**	**(1,740)**
Balance at end of the financial year	**4.3.2**	**1,954,527**	**663,195**	**1,270,317**	**21,015**
2023					
Balance at beginning of the financial year		1,954,527	663,195	1,270,317	21,015
Surplus/(deficit) for the year		15,115	15,115	-	-
Net asset revaluation increment/(decrement)		59,519	-	59,519	-
Transfers to other reserves		-	(4,500)	-	4,500
Transfers from other reserves		-	1,615	-	(1,615)
Balance at end of the financial year		**2,029,161**	**675,425**	**1,329,836**	**23,900**
2024					
Balance at beginning of the financial year		2,029,161	675,425	1,329,836	23,900
Surplus/(deficit) for the year		13,815	13,815	-	-
Net asset revaluation increment/(decrement)		-	-	-	-
Transfers to other reserves		-	(9,000)	-	9,000
Transfers from other reserves		-	1,310	-	(1,310)
Balance at end of the financial year		**2,042,976**	**681,550**	**1,329,836**	**31,590**
2025					
Balance at beginning of the financial year		2,042,976	681,550	1,329,836	31,590
Surplus/(deficit) for the year		14,895	14,895	-	-
Net asset revaluation increment/(decrement)		59,817	-	59,817	-
Transfers to other reserves		-	(9,000)	-	9,000
Transfers from other reserves		-	1,050	-	(1,050)
Balance at end of the financial year		**2,117,687**	**688,495**	**1,389,653**	**39,540**

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Statement of Cash Flows
For the four years ending 30 June 2025

	Notes	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Projections 2022/23 $'000	2023/24 $'000	2024/25 $'000
		Inflows (Outflows)	**Inflows (Outflows)**	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		103,205	**134,292**	121,404	124,207	127,052
Statutory fees and fines		16,154	**30,816**	31,278	31,748	32,224
User fees		20,927	**32,786**	33,277	33,776	34,283
Grants - operating		18,836	**15,356**	15,586	15,820	16,058
Grants - capital		3,098	**3,052**	9,427	1,828	1,851
Contributions - monetary		5,811	**6,406**	6,400	10,900	10,900
Other receipts		2,091	**2,146**	2,396	2,646	2,896
Employee costs		(92,649)	**(96,587)**	(98,635)	(100,615)	(102,624)
Materials and services		(75,425)	**(76,732)**	(78,752)	(79,927)	(81,066)
Net cash provided by/(used in) operating activities	4.4.1	2,049	**51,535**	42,383	40,383	41,573
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(29,641)	**(47,910)**	(42,988)	(43,076)	(37,854)
Proceeds from sale of property, infrastructure, plant and equipment		3,325	**550**	550	550	550
Net cash provided by/ (used in) investing activities	4.4.2	(26,317)	**(47,360)**	(42,438)	(42,526)	(37,304)
Cash flows from financing activities						
Finance costs		(1,867)	**(1,387)**	(1,245)	(1,096)	(942)
Proceeds from borrowings		-	**52,500**	-	-	-
Repayment of borrowings		(1,270)	**(35,294)**	(6,189)	(6,338)	(6,492)
Interest paid - lease liability		(163)	**(119)**	(48)	(2)	-
Repayment of lease liabilities		(1,105)	**(1,165)**	(1,182)	(165)	-
Net cash provided by/(used in) financing activities	4.4.3	(4,405)	**14,535**	(8,664)	(7,601)	(7,434)
Net increase/(decrease) in cash & cash equivalents		(28,673)	**18,710**	(8,720)	(9,744)	(3,166)
Cash and cash equivalents at the beginning of the financial year		94,738	**66,065**	84,775	76,055	66,311
Cash and cash equivalents at the end of the financial year		66,065	**84,775**	76,055	66,311	63,146

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Statement of Capital Works
For the four years ending 30 June 2025

		Forecast Actual	Budget	Projections		
		2020/21	2021/22	2022/23	2023/24	2024/25
	NOTES	$'000	$'000	$'000	$'000	$'000
Property						
Buildings		7,635	**11,057**	19,557	20,072	17,783
Total buildings		7,635	**11,057**	19,557	20,072	17,783
Total property		7,635	**11,057**	19,557	20,072	17,783
Plant and equipment						
Plant, machinery and equipment		2,491	**1,903**	2,183	2,048	1,932
Fixtures, fittings and furniture		-	**605**	325	245	140
Computers and telecommunications		2,987	**1,906**	1,809	1,759	1,675
Library books		640	**630**	640	757	769
Total plant and equipment		6,118	**5,044**	4,957	4,809	4,516
Infrastructure						
Roads		11,165	**6,214**	6,222	6,121	6,482
Bridges		110	**110**	-	50	50
Footpaths and Cycleways		-	**3,356**	3,175	4,323	3,403
Drainage		-	**3,190**	1,510	1,474	1,315
Recreational, leisure and community facilities				-	-	-
Waste Management		75	**75**	30	80	85
Parks, Open Space and Streetscapes		3,354	**6,587**	4,865	4,990	3,605
Off street car parks				58	58	60
Other Infrastructure		1,183	**3,092**	2,614	1,099	555
Total infrastructure		15,887	**22,624**	18,474	18,195	15,555
Total capital works expenditure	4.5.1	29,640	**38,725**	42,988	43,076	37,854
Represented by:						
New asset expenditure		1,531	**4,970**	4,685	9,486	8,076
Asset renewal expenditure		26,122	**27,716**	31,307	29,237	25,767
Asset upgrade expenditure		1,988	**6,039**	6,996	4,353	4,011
Total capital works expenditure	4.5.1	29,641	**38,725**	42,988	43,076	37,854
Funding sources represented by:						
Grants		2,247	**6,453**	4,797	7,677	6,898
Contributions		(17)	**1,965**	1,893	1,136	1,050
Council cash		27,411	**30,407**	36,298	34,263	29,906
Total capital works expenditure	4.5.1	29,641	**38,825**	42,988	43,076	37,854 -

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Statement of Human Resources
For the four years ending 30 June 2025

	Forecast Actual	Budget	Projections		
	2020/21	2021/22	2022/23	2023/24	2024/25
	$'000	$'000	$'000	$'000	$'000
Staff expenditure					
Employee costs - operating	92,649	**96,587**	98,635	100,615	102,624
Employee costs - capital	1,069	**1,219**	1,240	1,259	1,276
Total staff expenditure	93,718	97,806	99,875	101,874	103,900
	FTE	**FTE**	FTE	FTE	FTE
Staff numbers					
Employees	970.1	**894.3**	899.3	904.3	909.3
Total staff numbers	970.1*	894.3	899.3	904.3	909.3

* the 20/21 Forecast Actual includes 68.7 FTE for Working for Victoria

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

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2021/22	Full Time	Part time		
	$'000	$'000	$'000	$'000	$'000
CEO Division	**7,355**	6,454	901	284	604
Corporate, Business and Financial Services	**18,407**	16,860	1,547	912	121
Planning and Placemaking	**11,134**	10,452	682	96	334
Community Wellbeing	**26,653**	18,508	8,145	2,105	212
City Works and Assets	**21,481**	19,563	1,918	2,739	143
Total permanent staff expenditure	**85,030**	71,837	13,194	6,136	1,414
Other employee related expenditure	**11,557**				
Capitalised labour costs	**1,219**				
Total expenditure	**97,806**				

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

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2021/22	Full Time	Part time		
CEO Division	**56.1**	48.0	8.1	1.1	5.8
Corporate, Business and Financial Services	**167.0**	148.0	19.0	11.3	3.0
Planning and Placemaking	**90.5**	84.1	6.4	0.6	2.6
Community Wellbeing	**276.5**	187.5	89.0	23.3	2.1
City Works and Assets	**211.8**	185.8	26.0	31.1	1.6
Total permanent staff expenditure	**801.9**	653.4	148.5	67.4	15.1
Other employee related expenditure	**82.5**				
Capitalised labour costs	**9.9**				
Total staff	**894.3**				

Summary of Planned Human Resources Expenditure

For the four years ended 30 June 2025

	2021/22 $'000	2022/23 $'000	2023/24 $'000	2024/25 $'000
CEO Division				
Permanent - Full time	6,454	6,685	6,921	7,177
Female	5,006	5,215	5,429	5,511
Male	1,448	1,470	1,492	1,666
Self-described gender	0	0	0	0
Permanent - Part time	901	914	927	941
Female	489	496	503	511
Male	412	418	424	430
Self-described gender	0	0	0	0
Total CEO Division	7,355	7,599	7,848	8,118
Corporate, Business and Financial Services				
Permanent - Full time	16,861	17,232	17,611	17,993
Female	6,431	6,527	6,625	6,724
Male	10,430	10,705	10,986	11,151
Self-described gender	0	0	0	118
Permanent - Part time	1,547	1,570	1,593	1,617
Female	1,005	1,020	1,035	1,051
Male	542	550	558	566
Self-described gender	0	0	0	0
Total Corporate, Business and Financial Services	18,408	18,802	19,204	19,610
Planning and Placemaking				
Permanent - Full time	10,452	10,730	11,013	11,315
Female	5,362	5,564	5,770	5,857
Male	5,090	5,166	5,243	5,458
Self-described gender	0	0	0	0
Permanent - Part time	682	692	702	712
Female	524	532	540	548
Male	158	160	162	164
Self-described gender	0	0	0	0
Total Planning and Placemaking	11,134	11,422	11,715	12,027
Community Wellbeing				
Permanent - Full time	18,457	18,836	19,219	19,610
Female	14,206	14,419	14,735	15,058
Male	4,251	4,315	4,380	4,446
Self-described gender	0	102	104	106
Permanent - Part time	8,196	8,319	8,444	8,571
Female	6,632	6,731	6,832	6,935
Male	1,564	1,588	1,612	1,636
Self-described gender	0	0	0	0
Total Community Wellbeing	26,653	27,155	27,663	28,181
City Works and Assets				
Permanent - Full time	19,346	19,741	20,145	20,559
Female	5,754	5,840	5,928	6,129
Male	13,592	13,901	14,217	14,430
Self-described gender	0	0	0	0
Permanent - Part time	2,135	2,167	2,200	2,233
Female	980	995	1,010	1,025
Male	1,155	1,172	1,190	1,208
Self-described gender	0	0	0	0
Total City Works and Assets	21,481	21,908	22,345	22,792
Casuals, temporary and other expenditure	11,557	11,749	11,840	11,896
Capitalised labour costs	1,219	1,240	1,259	1,276
Total staff expenditure	**97,807**	**99,875**	**101,874**	**103,900**

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Summary of Planned Human Resources Expenditure

For the four years ended 30 June 2025

	2021/22 FTE	2022/23 FTE	2023/24 FTE	2024/25 FTE
CEO Division				
Permanent - Full time	48.0	49.0	50.0	51.0
Female	38.0	39.0	40.0	40.0
Male	10.0	10.0	10.0	11.0
Self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	8.1	8.1	8.1	8.1
Female	4.6	4.6	4.6	4.6
Male	3.5	3.5	3.5	3.5
Self-described gender	0.0	0.0	0.0	0.0
Total CEO Division	56.1	57.1	58.1	59.1
Corporate, Business and Financial Services				
Permanent - Full time	148.0	149.0	150.0	151.0
Female	59.0	59.0	59.0	59.0
Male	89.0	90.0	91.0	91.0
Self-described gender	0.0	0.0	0.0	1.0
Permanent - Part time	19.0	19.0	19.0	19.0
Female	12.0	12.0	12.0	12.0
Male	7.0	7.0	7.0	7.0
Self-described gender	0.0	0.0	0.0	0.0
Total Corporate, Business and Financial Services	167.0	168.0	169.0	170.0
Planning and Placemaking				
Permanent - Full time	84.1	85.1	86.1	87.1
Female	45.0	46.0	47.0	47.0
Male	39.1	39.1	39.1	40.1
Self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	6.4	6.4	6.4	6.4
Female	5.0	5.0	5.0	5.0
Male	1.4	1.4	1.4	1.4
Self-described gender	0.0	0.0	0.0	0.0
Total Planning and Placemaking	90.5	91.5	92.5	93.5
Community Wellbeing				
Permanent - Full time	187.0	188.0	189.0	190.0
Female	146.5	146.5	147.5	148.5
Male	40.5	40.5	40.5	40.5
Self-described gender	0.0	1.0	1.0	1.0
Permanent - Part time	89.5	89.5	89.5	89.5
Female	70.8	70.8	70.8	70.8
Male	18.7	18.7	18.7	18.7
Self-described gender	0.0	0.0	0.0	0.0
Total Community Wellbeing	276.5	277.5	278.5	279.5
City Works and Assets				
Permanent - Full time	184.0	185.0	186.0	187.0
Female	53.8	53.8	53.8	54.8
Male	130.2	131.2	132.2	132.2
Self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	27.8	27.8	27.8	27.8
Female	13.2	13.2	13.2	13.2
Male	14.6	14.6	14.6	14.6
Self-described gender	0.0	0.0	0.0	0.0
Total City Works and Assets	211.8	212.8	213.8	214.8
Casuals and temporary staff	82.5	82.5	82.5	82.5
Capitalised labour	9.9	9.9	9.9	9.9
Total staff numbers	**894.3**	**899.3**	**904.3**	**909.3**

4. Notes to the financial statements

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

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

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

As per the Local Government Act 2020, Council is required to have a Revenue and Rating Plan which is a four year plan for how Council will generate income to deliver the Council Plan, program and services and capital works commitments over a four-year period.

In developing the Budget, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the financial planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2021/22 the FGRS cap has been set at 1.5%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

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

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate will increase by 1.5% in line with the rate cap.

Council will also continue to offer an additional pensioner rate rebate which for the 2021/22 year will be $193.80 (2020/21: $190.90)

This will raise total rates and charges for 2021/22 of $119,991,475.

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

	Budget 2020/21 $'000	Budget 2021/22 $'000	Change $'000	%
General Rates	115,098	**118,746**	3,648	3.17%
Service rates and charges	53	**49**	(4)	(8.13%)
Special rates and charges	157	**141**	(16)	(10.38%)
Supplementary rates and rate adjustments	1,000	**1,002**	2	0.17%
Interest on rates and charges	-	**500**	500	100.00%
Revenue in lieu of rates	35	**35**	-	-
Less Council Pension Rebate	(459)	**(465)**	(6)	1.33%
Cultural & Recreational Lands and EPUs	(15)	**(15)**	-	-
Total rates and charges	115,869	**119,991**	4,123	3.56%

**Subject to final valuation data being received from the valuer general.*
**General Rates are subject to the rate cap established under the FGRS. Please refer to section 4.1.1(l) for the reconciliation of compliance with the FGRS.*

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

Type or class of land	2020/21 cents/$NAV	2021/22 cents/$NAV*	Change
General rate for rateable residential properties	0.039415461	**0.039764880**	0.9%
General rate for rateable commercial	0.039415461	**0.039764880**	0.9%
General rate for rateable industrial properties	0.039415461	**0.039764880**	0.9%

**Subject to final valuation data being received from the valuer general.*

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

Type or class of land	Budget 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Residential	85,264		(85,264)	(100.00%)
Commercial	22,754		(22,754)	(100.00%)
Industrial	7,080		(7,080)	(100.00%)
Total amount to be raised by general rates	115,098	**118,746**	(115,098)	(100.00%)

**Pending final valuation data being received from the valuer general.*

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

Type or class of land	Budget 2020/21 Number	Budget 2021/22 Number	Change Number	Change %
Residential	48,152	**49,147**	995	2.07%
Commercial	6,266	**6,313**	47	0.75%
Industrial	1,402	**1,392**	(10)	(0.71%)
Total number of assessments	55,820	**56,852**	1,032	1.85%

**Subject to final valuation data being received from the valuer general.*

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

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

Type or class of land	Budget 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Residential	2,163,214		(2,163,214)	(100.00%)
Commercial	577,290		(577,290)	(100.00%)
Industrial	179,633		(179,633)	(100.00%)
Total value of land	2,920,137	**2,986,203**	66,066	2.26%

**Pending final valuation data being received from the valuer general.*

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

Council does not have a municipal charge.

Type of Charge	Per Rateable Property 2020/21 $	Per Rateable Property 2021/22 $	Change $	Change %
Municipal	-	-	-	-

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

Council does not have a municipal charge.

Type of Charge	2020/21 $	2021/22 $	Change $	Change %
Municipal	-	-	-	-

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

Type of Charge	Per Rateable Property 2020/21 Budget $	Per Rateable Property 2021/22 Budget $	Change $	Change %
Non-Rateable Garbage charge	390	**396**	6	1.54%
Bridge Road Special Charge Side Streets	100	**100**	-	-
Bridge Road Special Charge First Level	200	**200**	-	-
Bridge Road Special Charge Ground Floor	300	**300**	-	-

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

Type of Charge	Budget 2020/21 $	Budget 2021/22 $	Change $	Change %
Non-Rateable Garbage charge	47,970	**48,690**	720	1.50%
Bridge Road Special Charge Side Streets	5,000	**5,000**	-	-
Bridge Road Special Charge First Level	11,200	**11,200**	-	-
Bridge Road Special Charge Ground Floor	124,500	**124,500**	-	-
Total	188,670	**189,390**	720	0.38%

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

	Budget 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Rates and Charges	115,869	**119,991**	4,122	3.56%
Total Rates and charges	**115,869**	**119,991**	4,122	3.56%

**Subject to final valuations data being received from the valuer general.*

4.1.1(l) Fair Go Rates System Compliance

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

	Forecast 2020/21	Budget 2021/22*
Total Rates	$ 116,991,152	
Number of rateable properties	56,852	
Base Average Rate	$ 2,057.82	
Maximum Rate Increase (set by the State Government)	**2.00%**	**1.50%**
Capped Average Rate		$ 2,088.69
Maximum General Rates and Municipal Charges Revenue		$ 118,746,019
Budgeted General Rates and Municipal Charges Revenue		$ 118,746,019
Budgeted Supplementary Rates		$ 1,001,686
Budgeted Total Rates and Municipal Charges Revenue		$ 119,747,705

**Subject to final valuations data being received from the valuer general.*

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

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

- The making of supplementary valuations
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential land becomes business land and vice versa.

4.1.1(n) Differential rates

Council does not have any differential rates.

4.1.2 Statutory fees and fines

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Infringements and costs*	11,219	**28,256**	17,037	151.86%
Court recoveries	3,996	**4,036**	40	1.00%
Permits	1,789	**1,948**	159	8.89%
Total statutory fees and fines	17,004	**34,240**	17,236	101.36%

**including parking meters.*

4.1.3 User fees

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Aged and health services	77	**100**	23	29.87%
Leisure centre and recreation	5,369	**11,692**	6,323	117.77%
Child care/children's programs	3,039	**3,812**	773	25.44%
Registration and other permits	1,715	**2,863**	1,148	66.94%
Building Services and Construction	6,673	**8,564**	1,891	28.34%
Statutory Planning	2,380	**2,877**	497	20.88%
Lease income	980	**1,377**	397	40.51%
Other fees and charges	695	**1,501**	806	115.97%
Total user fees	20,928	**32,786**	11,858	56.66%

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4.1.4 Grants

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

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Grants were received in respect of the following:				
Summary of grants				
Commonwealth funded grants	10,610	**11,362**	753	7.10%
State funded grants	9,905	**5,625**	(4,280)	(43.21%)
Total grants received	20,515	**16,987**	(3,528)	(17.20%)
(a) Operating Grants				
Recurrent - Commonwealth Government				
Victorian Grants Commission	2,535	**2,488**	(46)	(1.81%)
Children Services	4,759	**5,634**	875	18.39%
General home care	2,557	**2,431**	(125)	(4.89%)
Primary care partnerships	500	**550**	51	10.20%
Recurrent - State Government				
Aged care	856	**777**	(79)	(9.23%)
School crossing supervisors	320	**324**	4	1.25%
Family and children	370	**326**	(44)	(11.89%)
Libraries	771	**754**	(17)	(2.20%)
Maternal and child health	580	**561**	(20)	(3.45%)
Community safety	92	**-**	(92)	(100.00%)
Health Protection	33	**33**	-	-
Children Services	1,214	**1,367**	153	12.60%
Total recurrent grants	14,587	**15,246**	660	4.52%
Non-recurrent - Commonwealth Government				
Non-recurrent - State Government				
Community health	15	**15**	-	-
Family and children	20	**20**	-	-
Environment Planning	300	**-**	(300)	(100.00%)
Working For Victoria	3,043	**-**	(3,043)	(100.00%)
Outdoor Dining	500	**-**	(500)	(100.00%)
Arts and Culture	-	**75**	75	-
Water Management	275	**-**	(275)	(100.00%)
Other	96	**-**		
Total non-recurrent grants	4,249	**110**	(4,139)	(97.41%)
Total operating grants	18,836	**15,356**	(3,480)	(18.48%)
(b) Capital Grants				
Recurrent - Commonwealth Government				
Roads	259	**259**	-	-
Total recurrent grants	259	**259**	-	-
Non-recurrent - Commonwealth Government				
Roads	1,420	**1,420**	-	-
Non-recurrent - State Government				
Roads	-	**673**	673	
Buildings	1,050	**700**	(350)	(33.33%)
Other	370	**-**	(370)	(100.00%)
Total non-recurrent grants	2,840	**2,793**	(47)	(1.65%)
Total capital grants	3,099	**3,052**	(47)	(1.52%)
Total Grants	21,935	**18,408**	(3,527)	(16.08%)

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4.1.5 Contributions

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Monetary	5,811	**6,406**	595	10.24%
Non-monetary	-	**-**	-	-
Total contributions	5,811	**6,406**	595	10.24%

4.1.6 Other income

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Interest	407	**350**	(57)	(14.00%)
Reimbursements	1,035	**1,066**	31	3.00%
Other	649	**729**	80	12.33%
Total other income	2,091	**2,145**	54	2.58%

4.1.7 Employee costs

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Wages and salaries	77,314	**80,565**	3,251	4.20%
WorkCover	461	**450**	(11)	(2.39%)
Superannuation	7,209	**8,066**	857	11.89%
Other	7,665	**7,506**	(159)	(2.07%)
Total employee costs	92,649	**96,587**	3,938	4.25%

4.1.8 Materials and services

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Contract payments	26,030	**24,273**	(1,757)	(6.75%)
Building maintenance	5,269	**5,307**	38	0.72%
General maintenance	2,474	**2,582**	108	4.37%
Utilities	3,774	**3,911**	137	3.63%
Office administration	3,901	**3,932**	31	0.79%
Information technology	4,264	**4,594**	330	7.74%
Insurance	2,066	**2,579**	513	24.83%
Consultants	3,825	**5,505**	1,680	43.92%
Other materials and services	22,793	**23,017**	224	0.98%
Total materials and services	74,396	**75,700**	1,304	1.75%

4.1.9 Depreciation

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Property	3,105	**3,197**	92	2.96%
Plant & equipment	5,824	**6,000**	176	3.02%
Infrastructure	14,871	**15,353**	482	3.24%
Total depreciation	23,800	**24,550**	750	3.15%

4.1.11 Amortisation - Right of use assets

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Right of use assets - plant & equipment	1,148	**1,145**	(3)	(0.26%)
Total amortisation - right of use assets	1,148	**1,145**	(3)	(0.26%)

4.1.12 Other expenses

	Forecast Actual 2020/21 $'000	Budget 2021/22 $'000	Change $'000	Change %
Auditors Remuneration	314	**305**	(9)	(2.87%)
Councillor Allowances	315	**326**	11	3.49%
Total other expenses	629	631	2	0.32%

4.2 Balance Sheet

4.2.1 Assets

Council's cash and cash equivalents will decrease from $84.78m to $63.15m over the four years of the budget, this in part reflects the repayment of borrowings.

Non-current assets of property, infrastructure, plant and equipment is expected to increase from $1.96b to $2.12b over the four years of the budget.

4.2.2 Liabilities

Council's current liabilities are expected to decrease marginally over the four years of the budget, decreasing from $52.95m to $52.23m.

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

4.2.3 Borrowings

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

	Forecast 2020/21 $	Budget 2021/22 $
Amount borrowed as at 30 June of the prior yr	42,473	**41,242**
Amount proposed to be borrowed	-	**52,500**
Amount projected to be redeemed	(1,270)	**(35,294)**
Amount of borrowings as at 30 June	41,203	**58,448**

4.2.4 Leases by category

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

	Forecast 2020/21 $	Budget 2021/22 $
Right-of-use assets		
Property	-	**-**
Vehicles	-	**-**
Plant and equipment	2,387	**1,228**
Total right-of-use assets	2,387	**1,228**
Lease liabilities		
Current lease Liabilities		
Land and buildings	-	**-**
Plant and equipment	1,165	**1,182**
Other, etc.	-	**-**
Total current lease liabilities	1,165	**1,182**
Non-current lease liabilities		
Land and buildings	-	**-**
Plant and equipment	1,347	**166**
Other, etc.	-	**-**
Total non-current lease liabilities	1,347	**166**
Total lease liabilities	2,512	**1,348**

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

4.3 Statement of changes in Equity

4.3.1 Reserves

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

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

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

4.3.2 Equity

Council's equity will increase from $1.95b to $2.12b over the four years of the budget.

4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/used in operating activities

Council's net cash provided by operating activities will decrease from $51.54m to $41.57m over the four years of the budget.

4.4.2 Net cash flows provided by/used in investing activities

Net cash outflows for investing activities is expected to decrease from $47.36m to $37.3m over the four years of the budget. The majority of this outflow is for the Capital Works program each year.

4.4.3 Net cash flows provided by/used in financing activities

Net cash flow from financing activities is anticipated to change from a net inflow of $14.53m to a net outflow of $7.43m over the four years of the budget. The is a reflection of up to $20.0m additional borrowing capacity this budget allows in the 2021/22 Financial Year.

4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2021/22 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

4.5.1 Summary

	Forecast Actual 2020/21	Budget 2021/22	Change	%
	$'000	$'000	$'000	
Property	7,635	**11,057**	3,422	**44.82%**
Plant and equipment	6,118	**5,044**	(1,075)	**(17.57%)**
Infrastructure	15,887	**22,624**	6,737	**42.40%**
Total	**29,640**	**38,725**	9,084	**30.65%**

	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property	**11,057**	1,934	8,056	1,067	-	2,500	-	8,557	-
Plant and equipment	**5,044**	120	4,924	-	-	-	550	4,594	-
Infrastructure	**22,624**	2,917	14,735	4,972	-	3,953	1,415	17,256	-
Total	**38,725**	**4,970**	**27,716**	**6,039**	-	**6,453**	**1,965**	**30,407**	-

4.5.2 Current Budget

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
PROPERTY									
Buildings									
Brunswick Street Oval Precinct Redevelopment	**600**	600	-	-	-	600	-	-	-
Transitioning Council assets from the use of natural gas	**315**	315	-	-	-	315	-	-	-
Keele St Child Centre - DDA compliance works	**25**	-	25	-	-	-	-	25	-
Collingwood Leisure Centre - Painting works	**12**	-	12	-	-	-	-	12	-
Collingwood Library - Annex wall reconstruction	**200**	-	200	-	-	-	-	200	-
Pavilion & Public Toilets - Coulson Reserve - Renovate showers	**40**	-	40	-	-	-	-	40	-
Collingwood Senior Citizens Centre - Sound baffling in hall	**30**	-	30	-	-	-	-	30	-
Collingwood Town Hall - Stonework and rendering external walls	**400**	-	400	-	-	-	-	400	-
Richmond Town Hall - Rendering and painting external walls	**400**	-	400	-	-	-	-	400	-
Collingwood Leisure Centre - Mechanical equipment replacement	**131**	-	131	-	-	-	-	131	-
Richmond Recreation Centre - Mechanical equipment replacement	**131**	-	131	-	-	-	-	131	-
Fitzroy Town Hall - Mechanical equipment/Ground floor HVAC	**800**	-	800	-	-	-	-	800	-
Main Pool Plant Room - Fitzroy Swimming Pool - Mechanical equipment replacement	**131**	-	131	-	-	-	-	131	-
Carlton Library - Toilet renewal	**150**	-	150	-	-	-	-	150	-
Richmond Library - Drinking fountains	**15**	-	15	-	-	-	-	15	-
345 Bridge Rd - Basement floor renovation	**30**	-	30	-	-	-	-	30	-
Richmond Library - Swipe card access	**60**	-	60	-	-	-	-	60	-
Collingwood Senior Citizens Centre - Replace AV in hall	**40**	-	40	-	-	-	-	40	-
Keele St Child Care Centre - Design for centre upgrade	**25**	-	-	25	-	-	-	25	-
Yarra Community Youth Centre - Replace windows/glazed roof, asbestos removal and other works	**97**	-	97	-	-	-	-	97	-
Collingwood Leisure Centre - Design for switchboard upgrade	**200**	-	-	200	-	-	-	200	-
Richmond Recreation Centre - Family change room works, roof and HVAC works	**1,133**	-	1,133	-	-	-	-	1,133	-
Collingwood Library - Design for risk mitigation works	**30**	-	30	-	-	-	-	30	-
Collingwood Senior Citizens Centre - Concept design for centre upgrade	**50**	-	-	50	-	-	-	50	-
Alphington Bowls Club - Preparation of a detailed design	**312**	-	-	312	-	-	-	312	-
Pavilion - Ryan's Reserve - Construct new pavilion	**400**	-	-	400	-	400	-	-	-
Panther Pavilion renewal, Fairfield Park - planning application & community engagement	**20**	-	20	-	-	-	-	20	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Fitzroy Town Hall - Structural remediation works over stage and compliance works	400	-	400	-	-	-	-	400	-
Richmond Town Hall - Roof repairs and HVAC design	1,000	-	1,000	-	-	-	-	1,000	-
Child Care Centres - Renewal works via annual compliance accreditation checks (by DHHS)	25	-	25	-	-	-	-	25	-
Public Toilets Otter St - Design for automated toilet	42	-	42	-	-	-	-	42	-
Pavilion & Public Toilets, Coulson Reserve - Replace toilet and sink units	40	-	40	-	-	-	-	40	-
Clifton Hill Works Depot - Electrical transformer replacement	205	-	205	-	-	-	-	205	-
Main Building (Gym and Spa) Fitzroy Swimming Pool - Install equipment alarm panel	9	-	9	-	-	-	-	9	-
Richmond Kindergarten (Chas Farquhar Complex) -Major renovations	1,255	-	1,255	-	-	200	-	1,055	-
Carlton Hall (Dancehouse) - Toilets and shower renewal including DDA compliance	450	-	450	-	-	-	-	450	-
Yambla St Pavilion & Public Toilets, Quarries Park - Designs for Town planning	80	-	-	80	-	-	-	80	-
Bob Rose Stand, Victoria Park - Design for remediation works to undercroft and bleachers	20	-	20	-	-	-	-	20	-
Buildings signage Replacement Program	30	-	30	-	-	-	-	30	-
Buildings preliminary Investigations Program. Investigation and design for future works	250	-	250	-	-	-	-	250	-
Buildings asbestos Removal Program - Removal of hazardous materials	20	-	20	-	-	-	-	20	-
New public toilets in Edinburgh Gardens South (near Juniors Pavilion)	595	595	-	-	-	595	-	-	-
Design for new public toilets in Nicholson St (between Richardson St and Park St)	34	34	-	-	-	-	-	34	-
Buildings minor urgent works program. Urgent unplanned remediation works	375	-	375	-	-	-	-	375	-
Implement energy efficiency measures at leisure centre gyms	390	390	-	-	-	390	-	-	-
Gillon Pavilion, Kevin Bartlett Reserve - Various shower/toilet works to referee room	60	-	60	-	-	-	-	60	-
TOTAL PROPERTY	11,057	1,934	8,056	1,067	-	2,500	-	8,557	-
PLANT AND EQUIPMENT									
Plant, Machinery and Equipment									
Installing solar panels on Council owned buildings	50	50	-	-	-	-	-	50	-
Passenger cars program	758	-	758	-	-	-	520	238	-
Trucks program	535	-	535	-	-	-	30	505	-
Mechanical equipment program - Roads	165	-	165	-	-	-	-	165	-
Whitegoods and appliances program	30	-	30	-	-	-	-	30	-
Yarra Smart Pole project (new poles to capture data)	70	70	-	-	-	-	-	70	-
Bicycle program	15	-	15	-	-	-	-	15	-
Ticket/parking machines - replacement of machines and parking sensors	280	-	280	-	-	-	-	280	-
Fixtures, Fittings and Furniture	-	-	-	-	-	-	-	-	-
Leisure Centre Equipment	103	-	103	-	-	-	-	103	-
Miscellaneous - minor equipment	402	-	402	-	-	-	-	402	-
Furniture replacement program	100	-	100	-	-	-	-	100	-
Computers and Telecommunications									
Inter / Intranet software	100	-	100	-	-	-	-	100	-
PC Rolling Program	904	-	904	-	-	-	-	904	-
Unified Communications	250	-	250	-	-	-	-	250	-
Other small software replacements	50	-	50	-	-	-	-	50	-
Mobile phones program	153	-	153	-	-	-	-	153	-
Network infrastructure program	410	-	410	-	-	-	-	410	-
Geographical Information System (GIS)	39	-	39	-	-	-	-	39	-
Library books	-	-	-	-	-	-	-	-	-
Library resources - books, DVDs and other equipment	630	-	630	-	-	-	-	630	-
TOTAL PLANT AND EQUIPMENT	5,044	120	4,924	-	-	-	550	4,594	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
INFRASTRUCTURE									
Roads									
Depot Redevelopment Project	200	200	-	-	-	200	-	-	-
Gipps Street Intersections safety improvements	170	170	-	-	-	-	-	170	-
Melville St, Fitzroy North (Barkly St to Clauscen St) - Root Barrier Works	138	-	138	-	-	-	-	138	-
Nicholson St, Abbotsford (Johnston St to Studley St) - Root Barrier Works	133	-	133	-	-	-	-	133	-
Nicholson St, Abbotsford (Studley St to Vere St) - Root Barrier Works	133	-	133	-	-	-	-	133	-
Nicholson St, Abbotsford (Vere St to Harper St) - Root Barrier Works	134	-	134	-	-	-	-	134	-
DDA projects, all over Yarra - Kerb & Channel	85	-	85	-	-	-	-	85	-
Designs for future works, all over Yarra - Kerb & Channel	100	-	100	-	-	-	-	100	-
Designs for future works- Road Pavement	110	-	110	-	-	-	-	110	-
Pavement Bicycle Lanes - Line markings	35	-	35	-	-	-	-	35	-
Lane 1.1 (off 2A Hodgkinson St), Clifton Hill - Bluestone reconstruction	114	-	114	-	-	-	-	114	-
Lane 91.2 (off 38-48 Grant St), Clifton Hill - Bluestone reconstruction	51	-	51	-	-	-	-	51	-
Lane 222.1 (off 27 Peel St), Collingwood - Bluestone reconstruction	45	-	45	-	-	-	-	45	-
Lane 915 (off 22-30 Charles Street), Richmond - Bluestone reconstruction	50	-	50	-	-	-	-	50	-
Lane 1152 (off 121 Brighton St to 288 Mary St), Richmond - Bluestone reconstruction	154	-	154	-	-	-	-	154	-
Lane 1507 (off 421 Nicholson St), Carlton North - Bluestone reconstruction	72	-	72	-	-	-	-	72	-
Lane 1721 (off 294 Fitzroy St), Fitzroy - Bluestone reconstruction	98	-	98	-	-	-	-	98	-
Lane 2083 (off 3 Egremont St), Fitzroy North - Bluestone reconstruction	66	-	66	-	-	-	-	66	-
Lane 3096 (off 132 Munro St), Cremorne - Bluestone reconstruction	42	-	42	-	-	-	-	42	-
Development/Utility works additional works - Road Pavement	115	-	115	-	-	-	-	115	-
Lane 324 (off 21 Hunter St), Abbotsford - Asphalt reconstruction	63	-	63	-	-	-	-	63	-
Lane 1151 (off 22 Cotter St), Richmond - Asphalt reconstruction	72	-	72	-	-	-	-	72	-
Lane 1349 (between 12 & 20 Wilson St), Princes Hill - Asphalt resheet	45	-	45	-	-	-	-	45	-
Charles St, Abbotsford (Langridge St to Victoria St) - Kerb & Channel	135	-	135	-	-	-	-	135	-
Turner St, Abbotsford (Bath St to Lulie St) - Kerb & Channel	7	-	7	-	-	-	-	7	-
Vere St, Abbotsford (Hoddle St to Park St) - Kerb & Channel	192	-	192	-	-	-	-	192	-
Brunswick St, Fitzroy (Park St to Scotchmer St) - Kerb & Channel	44	-	44	-	-	-	-	44	-
Fitzroy St, Fitzroy (Rose St to Kerr St) - Kerb & Channel	65	-	65	-	-	-	-	65	-
King William St, Fitzroy (Fitzroy St to Brunswick St) - Kerb & Channel	53	-	53	-	-	-	-	53	-
King William St, Fitzroy (Nicholson St to Fitzroy St) - Kerb & Channel	138	-	138	-	-	-	-	138	-
Smith St, Fitzroy (Cecil St to Westgarth St) - Kerb & Channel	59	-	59	-	-	-	-	59	-
Fenwick St, Clifton Hill (Spensley St to Heidelberg Rd) - Kerb & Channel	38	-	38	-	-	-	-	38	-
Groom St, Clifton Hill (Noone St to Alexandra Pde) - Kerb & Channel	59	-	59	-	-	-	-	59	-
Batman St, Fitzroy North (Alfred St to Scotchmer St) - Kerb & Channel	100	-	100	-	-	-	-	100	-
Belgium Ave, Richmond (Highett St to Vere St) - Kerb & Channel	91	-	91	-	-	-	-	91	-
Bosisto St, Richmond (Bridge Rd to Cameron St) - Kerb & Channel	150	-	150	-	-	-	-	150	-
Crimea St, Richmond (Stawell St to Gibdon St) - Kerb & Channel	167	-	167	-	-	-	-	167	-
Little Buckingham St, Richmond (Lambert St to Bennett St) - Kerb & Channel	109	-	109	-	-	-	-	109	-
Loughnan St, Richmond (Alfred St to End Of Street) - Kerb & Channel	94	-	94	-	-	-	-	94	-
Canning St, North Carlton (Mary St to Park St) - Kerb & Channel	57	-	57	-	-	-	-	57	-
Canning St, North Carlton (Princes St to Lee St) - Kerb & Channel	213	-	213	-	-	-	-	213	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Bendigo St, Richmond (Swan St to Khartoum St) - Road Pavement	357	-	357	-	-	259	-	98	-
Abbot Gve, Abbotsford (Hoddle St to End Of Street) - Road Pavement	58	-	58	-	-	-	-	58	-
Vere St, Abbotsford (Hoddle St to Park St) - Road Pavement	106	-	106	-	-	-	-	106	-
Glasgow St, Collingwood (Wellington St to Rokeby St) - Road Pavement	95	-	95	-	-	-	-	95	-
Fitzroy St, Fitzroy (Rose St to Kerr St) - Road Pavement	155	-	155	-	-	-	-	155	-
Bosisto St, Richmond (Cameron St to Highett St) - Road Pavement	80	-	80	-	-	-	-	80	-
Bosisto St, Richmond (Bridge Rd to Cameron St) - Road Pavement	200	-	200	-	-	-	-	200	-
Crimea St, Richmond (Stawell St to Gibdon St) - Road Pavement	41	-	41	-	-	-	-	41	-
Cutter St, Richmond (Bliss St to Manton St) - Road Pavement	46	-	46	-	-	-	-	46	-
Cutter St, Richmond (Swan St to Bliss St) - Road Pavement	58	-	58	-	-	-	-	58	-
Little Buckingham St, Richmond (Lambert St to Bennett St) - Road Pavement	156	-	156	-	-	-	-	156	-
Loughnan St, Richmond (Alfred St to End Of Street) - Road Pavement	54	-	54	-	-	-	-	54	-
Mary St, Richmond (Mcnamara St to Swan St) - Road Pavement	85	-	85	-	-	-	-	85	-
Somerset St, Richmond (Church St to Mckenzie St) - Road Pavement	207	-	207	-	-	-	-	207	-
Drummond St, North Carlton (Richardson St to Pigdon St) - Road Pavement	365	-	365	-	-	-	-	365	-
Risk Mitigation Works- Road Pavement	125	-	125	-	-	-	-	125	-
DDA works at Council owned signalised intersections	30	30	-	-	-	-	-	30	-
Bridges									
Holden Street (Koonda Lat) Bridge-Erosion prevention works	60	-	60	-	-	-	-	60	-
Gipps Street (Collins Bridge)-Replace bridge pedestals	50	-	50	-	-	-	-	50	-
Footpaths and Cycleways									
Johnston St - Footpath resheet (North side)	371	-	371	-	-	-	-	371	-
Swan St - Footpath resheet Dickmann St to Church St (North side)	41	-	41	-	-	-	-	41	-
Risk Mitigation Works - Urgent Footpath works	125	-	125	-	-	-	-	125	-
DDA projects - Footpath works	80	-	80	-	-	-	-	80	-
Development/Utility works - Additional Footpath works	110	-	110	-	-	-	-	110	-
Alexandra Pde (Gold St to Alexander St) - Footpath	55	-	55	-	-	-	-	55	-
Alexandra Pde (Alexander St to Hoddle St) - Footpath	50	-	50	-	-	-	-	50	-
Swan St (Church St to Mary St) - Footpath	87	-	87	-	-	-	-	87	-
Victoria Pde (Nicholson St to Fitzroy St) - Footpath	398	-	398	-	-	-	-	398	-
Brunswick Street Activity Centre - Design and construct Kerr St outstand	180	-	-	180	-	180	-	-	-
Charles St, Abbotsford (Langridge St to Victoria St) - Footpath	132	-	132	-	-	-	-	132	-
Turner St, Abbotsford (Bath St to Lulie St) - Footpath	59	-	59	-	-	-	-	59	-
Vere St, Abbotsford (Hoddle St to Park St) - Footpath	102	-	102	-	-	-	-	102	-
Brunswick St, Fitzroy (Park St to Scotchmer St) - Footpath	175	-	175	-	-	-	-	175	-
Fitzroy St, Fitzroy (Rose St to Kerr St) - Footpath	83	-	83	-	-	-	-	83	-
King William St, Fitzroy (Fitzroy St to Brunswick St) - Footpath	29	-	29	-	-	-	-	29	-
King William St, Fitzroy (Nicholson St to Fitzroy St) - Footpath	84	-	84	-	-	-	-	84	-
Smith St, Fitzroy (Cecil St to Westgarth St) - Footpath	38	-	38	-	-	-	-	38	-
Fenwick St, Clifton Hill (Spensley St to Heidelberg Rd) - Footpath	88	-	88	-	-	-	-	88	-
Groom St, Clifton Hill (Noone St to Alexandra Pde) - Footpath	61	-	61	-	-	-	-	61	-
Batman St, Fitzroy North (Alfred St to Scotchmer St) - Footpath	103	-	103	-	-	-	-	103	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Park St, Fitzroy North (St Georges Rd to Bennett St) - Footpath	**121**	-	121	-	-	-	-	121	-
Belgium Ave, Richmond (Highett St to Vere St) - Footpath	**75**	-	75	-	-	-	-	75	-
Bendigo St, Richmond (Khartoum St to Vesper St) - Footpath	**75**	-	75	-	-	-	-	75	-
Bendigo St, Richmond (Swan St to Khartoum St) - Footpath	**41**	-	41	-	-	-	-	41	-
Bosisto St, Richmond (Bridge Rd to Cameron St) - Footpath	**120**	-	120	-	-	-	-	120	-
Crimea St, Richmond (Stawell St to Gibdon St) - Footpath	**132**	-	132	-	-	-	-	132	-
Darlington Pde, Richmond (Waltham St to Church St) - Footpath	**87**	-	87	-	-	-	-	87	-
Loughnan St, Richmond (Alfred St to End Of Street) - Footpath	**37**	-	37	-	-	-	-	37	-
Wall St, Richmond (Mary St to Coppin St) - Footpath	**131**	-	131	-	-	-	-	131	-
Canning St, North Carlton (Mary St to Park St) - Footpath	**86**	-	86	-	-	-	-	86	-
Drainage									
Drainage Improvements Newry Street, Carlton North	**850**	850	-	-	-	850	-	-	-
Risk Mitigation Works - Urgent drainage works	**200**	-	200	-	-	-	-	200	-
Drainage rectification works in laneways	**140**	-	140	-	-	-	-	140	-
Drain pipe rehabilitation & relining works	**1,000**	-	1,000	-	-	-	-	1,000	-
Little Oxford St, Collingwood (Stanley St to Peel St) - Drainage	**141**	-	141	-	-	-	-	141	-
Kerr St, Fitzroy (Brunswick St to Young St) - Drainage	**142**	-	142	-	-	-	-	142	-
Kerr St, Fitzroy (Fitzroy St to Brunswick St) - Drainage	**142**	-	142	-	-	-	-	142	-
St Georges Rd, Fitzroy North (Newry St to Nicholson St) - Drainage	**225**	-	225	-	-	-	-	225	-
Nicholson St, YARRA (Newry St to York St) - Drainage	**190**	-	190	-	-	-	-	190	-
Victoria St, YARRA (Lambert St to Johnson St) - Drainage	**160**	-	160	-	-	-	-	160	-
Waste Management									
Street Bin replacement program	**75**	-	75	-	-	-	-	75	-
Parks, Open Space and Streetscapes									
Design works - Implementation of the Open Space Strategy	**150**	150	-	-	-	-	150	-	-
Park extension and redevelopment - Gwynne Street Cremorne	**250**	250	-	-	-	-	250	-	-
Park extension and redevelopment - Stephenson Reserve Cremorne	**175**	175	-	-	-	-	175	-	-
Cambridge Street Reserve, Collingwood - Park extension and road closure	**1,650**	-	-	1,650	-	1,300	350	-	-
Citizens Park, Richmond - New playground	**400**	-	400	-	-	-	320	80	-
Smith Reserve, Fitzroy - Playground design	**50**	-	50	-	-	-	25	25	-
Golden Square, Richmond - Playground design	**50**	-	50	-	-	-	10	40	-
Langdon Reserve, Fitzroy North - Playground design	**30**	-	30	-	-	-	5	25	-
Curtain Square, Carlton Nth - Playground design	**50**	-	50	-	-	-	-	50	-
Atherton Reserve, Fitzroy - Fitness equipment	**80**	-	-	80	-	-	40	40	-
Open Space Minor Works - Sports equipment at various locations	**75**	-	75	-	-	-	-	75	-
Ramsden St Oval, Clifton Hill - Renew practice wicket	**45**	-	45	-	-	-	-	45	-
Fairfield Park Oval, Alphington - Renew lights	**105**	-	105	-	-	-	-	105	-
Burnley Park Oval, Richmond - Renew synthetic wicket	**20**	-	20	-	-	-	-	20	-
Whitlam Place, Fitzroy - Upgrade irrigation system	**35**	-	-	35	-	-	-	35	-
Open Space Minor Works- Minor irrigation improvements across Council	**75**	-	75	-	-	-	-	75	-
Circus Site, Richmond - Renew water supply for irrigation	**25**	-	25	-	-	-	-	25	-
Open Space Minor Works- Minor boundary assets (fences) works across Council	**90**	-	90	-	-	-	-	90	-
Smith Reserve, Fitzroy - Renew lighting along paths	**100**	-	100	-	-	-	50	50	-

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	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Open Space Minor Works - Minor pathway works across Yarra	75	-	75	-	-	-	-	75	-
Charles Evans Reserve, Richmond - Renew paths	15	-	15	-	-	-	-	15	-
Edinburgh Gardens, Fitzroy North - Raingarden renewal (new filter media)	120	-	120	-	-	-	-	120	-
Inner Circle Park - Hardy Gallagher Reserve, Carlton Nth - Horticultural works	25	-	25	-	-	-	-	25	-
Curtain Square, Carlton Nth - Renew garden beds	45	-	45	-	-	-	-	45	-
Burnley Golf Course, Richmond - Design and reconstruct new green at hole 1	110	-	110	-	-	-	-	110	-
K Bartlett Res, Bastow Soccer 2, Richmond - Turf renovation	250	-	250	-	-	-	-	250	-
Open Space Minor Works - Minor turf works across Council	90	-	90	-	-	-	-	90	-
Garryowen Reserve, Fitzroy - Renew turf	25	-	25	-	-	-	-	25	-
Merri Ck Parklands - Rushall Station Reserve, Fitzroy North - Replace furniture	30	-	30	-	-	-	10	20	-
Whitlam Place, Fitzroy - Install drinking fountain	15	-	-	15	-	-	-	15	-
Open Space Minor Works - Minor works across Council	120	-	120	-	-	-	-	120	-
Open Spaces Signage Renewal Program	60	-	60	-	-	-	-	60	-
Merri Ck Parklands - Hall Reserve, Clifton Hill - Replace park benches	10	-	10	-	-	-	-	10	-
Alphington Park Wetland, Fairfield - Replace seats and signage	30	-	30	-	-	-	-	30	-
Batman St Reserve, Fitzroy North - Renew playground	60	-	60	-	-	-	30	30	-
Open Space Minor Works - Various leisure equipment replacement	75	-	75	-	-	-	-	75	-
Open Space Children Services - Leisure equipment renewals	200	-	200	-	-	-	-	200	-
K Bartlett Res, Fletcher Soccer 2, Richmond - Renew synthetic wicket	25	-	25	-	-	-	-	25	-
Open Space Minor Works, Yarra - Horticultural renewals across Council	160	-	160	-	-	-	-	160	-
Fairfield Park Oval, Alphington - Renew turf, drainage and irrigation works	500	-	500	-	-	-	-	500	-
Otter Street new pocket park (new open space)	1,092	1,092	-	-	-	794	-	298	-
Other Infrastructure									
LAPM 1- Princes Hill, Macpherson St road humps	65	-	-	65	-	-	-	65	-
LAPM 2- North Carlton, Design work	150	-	-	150	-	120	-	30	-
LAPM 3- Scotchmer, Road safety improvement works	763	-	-	763	-	200	-	563	-
LAPM 6- East Clifton Hill, Consultation and	50	-	-	50	-	-	-	50	-
LAPM 9- Rose, Road safety 30km trial	90	-	-	90	-	-	-	90	-
LAPM 13- Abbotsford, Road safety	934	-	-	934	-	50	-	884	-
LAPM 15- Highett, Consultation and design	50	-	-	50	-	-	-	50	-
LAPM 19- Bendigo, Construction of new kerb extensions, lighting upgrade	220	-	-	220	-	-	-	220	-
Spot Safety - Rolling program to address identified road safety issues	220	-	-	220	-	-	-	220	-
Pedestrian Provisions - Encouraging and implementing the Walking Strategy	110	-	-	110	-	-	-	110	-
Safety around Schools - Targeted projects at/or near schools	60	-	-	60	-	-	-	60	-
Bicycle Network - Various works in accordance with the Bicycle Strategy	300	-	-	300	-	-	-	300	-
Public/street lights renewal program	25	-	25	-	-	-	-	25	-
Street Furniture (seats, bollards) - program to replace road furniture	30	-	30	-	-	-	-	30	-
Street sign renewal program	25	-	25	-	-	-	-	25	-
TOTAL INFRASTRUCTURE	**22,624**	2,917	14,735	4,972	-	3,953	1,415	17,256	-
TOTAL NEW CAPITAL WORKS	**38,725**	**4,970**	**27,716**	**6,039**	-	**6,453**	**1,965**	**30,407**	-

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4.5.3 Works carried forward from the 2020/21 year

Capital Works Area	Project Cost $'000	Asset expenditure types: New $'000	Renewal $'000	Upgrade $'000	Expansion $'000	Summary of Funding Sources: Grants $'000	Contrib. $'000	Council $'000	Borrowing $'000
PROPERTY									
Buildings									
Brunswick Street Oval Precinct Redevelopment	**50**	50	-	-	-	50	-	-	-
Fitzroy Town Hall - Building crack remediation works	**162**	-	162	-	-	-	-	162	-
Fairfield Park - New boat storage construction and Panther Pavilion renewal concept design	**474**	-	474	-	-	-	-	474	-
Jack Dyer Pavilion - Redevelopment	**1,988**	-	1,988	-	-	-	-	1,988	-
Richmond Recreation - HVAC improvement works	**450**	-	450	-	-	-	-	450	-
Richmond Recreation Centre - Roof replacement	**159**	-	159	-	-	-	-	159	-
Richmond Kindergarten - Redevelopment	**1,000**	-	1,000	-	-	250	-	750	-
Pavilion Ryan's Reserve - New building	**510**	-	-	510	-	510	-	-	-
TOTAL PROPERTY	4,793	50	4,233	510	-	810	-	3,983	-
PLANT AND EQUIPMENT	-	-	-	-	-	-	-	-	-
Plant, Machinery and Equipment	-	-	-	-	-	-	-	-	-
Ticket Machines replacement	**228**	-	228	-	-	-	-	228	-
TOTAL PLANT AND EQUIPMENT	228	-	228	-	-	-	-	228	-
INFRASTRUCTURE									
Parks, Open Space and Streetscapes									
Alphington Park - Playground	**215**	-	215	-	-	-	30	185	-
Alphington Park - Horticulture	**15**	-	15	-	-	-	-	15	-
Burnley Golf - Walls & Fences	**202**	-	202	-	-	-	-	202	-
Burnley Golf - Pathway	**167**	-	167	-	-	-	-	167	-
Burnley Golf - Irrigation	**115**	-	115	-	-	-	-	115	-
Burnley Golf - Turf	**1,500**	-	1,500	-	-	-	-	1,500	-
Cairns Reserve - Playground	**163**	-	163	-	-	-	160	3	-
Cambridge Street Park Extension	**94**	-	94	-	-	-	-	94	-
Circus Site - Irrigation	**25**	-	25	-	-	-	-	25	-
Circus Site - Walls & Fences	**40**	-	40	-	-	-	-	40	-
Circus Site - Turf	**28**	-	28	-	-	-	-	28	-
Clifton Reserve - Horticulture	**23**	-	23	-	-	-	-	23	-
Coate Park - Park Furniture	**20**	-	20	-	-	-	-	20	-
Construction works - New Small Local Park in Reid Street	**132**	-	132	-	-	-	132	-	-
Coulson Reserve - Turf	**170**	-	170	-	-	-	-	170	-
Edinburgh Gardens - Sports (Skate facility)	**348**	-	348	-	-	-	-	348	-
Egan Place Reserve - Playground	**49**	-	49	-	-	-	-	49	-
Inner Circle Mark Street Reserve - Horticulture	**28**	-	28	-	-	-	-	28	-
Merri Creek Parklands Quarries Park - Playground	**50**	-	50	-	-	-	50	-	-
Merri Creek Parklands Quarries Park - Furniture	7	-	7	-	-	-	-	7	-
WT Peterson Community Oval - Turf	**120**	-	120	-	-	-	-	120	-
Whitlam Place - Irrigation	**34**	-	34	-	-	-	-	34	-
Other Infrastructure									
Gleadell St/Highett St Threshold Treatment	**150**	150	-	-	-	-	-	150	-
LAPM 19 - Traffic management works	**330**	-	-	330	-	-	-	330	-
LAPM 9 - Traffic management works	**141**	-	-	141	-	-	-	141	-
TOTAL INFRASTRUCTURE	4,164	150	3,543	471	-	-	372	3,792	-
TOTAL CARRIED FORWARD CAPITAL WORKS 2020/21	9,185	200	8,004	981	-	810	372	8,003	-

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Summary of Planned Capital Works Expenditure

For the four years ended 30 June 2025

2022/23	Asset Expenditure Types					Funding Sources			
	Total	New	Renewal	Expansion	Upgrade	Total	Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total Land	0	0	0	0	0	0	0	0	0	0
Buildings	19,557	4,320	10,775	0	4,462	19,557	4,538	0	15,019	0
Heritage Buildings	0	0	0	0	0	0	0	0	0	0
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total Buildings	19,557	4,320	10,775	0	4,462	19,557	4,538	0	15,019	0
Total Property	**19,557**	**4,320**	**10,775**	**0**	**4,462**	**19,557**	**4,538**	**0**	**15,019**	**0**
Plant and Equipment										
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	2,183	30	2,153	0	0	0	0	0	2,183	0
Fixtures, fittings and furniture	325	0	325	0	0	0	0	0	325	0
Computers and telecommunications	1,809	10	1,799	0	0	0	0	0	1,809	0
Library books	640	0	640	0	0	0	0	0	640	0
Total Plant and Equipment	**4,957**	**40**	**4,917**	**0**	**0**	**0**	**0**	**0**	**4,957**	**0**
Infrastructure										
Roads	6,222	0	6,222	0	0	6,222	259	0	5,963	0
Bridges	0	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	3,175	0	3,175	0	0	3,175	0	0	3,175	0
Drainage	1,510	0	1,510	0	0	1,510	0	0	1,510	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	30	0	30	0	0	30	0	0	30	0
Parks, open space and streetscapes	4,865	325	4,540	0	0	4,865	0	1,893	2,972	0
Aerodromes	0	0	0	0	0	0	0	0	0	0
Off street car parks	58	0	58	0	0	58	0	0	58	0
Other infrastructure	2,614	0	80	0	2,534	2,614	0	0	2,614	0
Total Infrastructure	**18,474**	**325**	**15,615**	**0**	**2,534**	**18,474**	**259**	**1,893**	**16,322**	**0**
Total Capital Works Expenditure	**42,988**	**4,685**	**31,307**	**0**	**6,996**	**42,988**	**4,797**	**1,893**	**36,298**	**0**

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Summary of Planned Capital Works Expenditure

For the four years ended 30 June 2025

2023/24	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total Land	0	0	0	0	0	0	0	0	0	0
Buildings	20,072	9,068	7,691	0	3,313	20,072	7,418	0	12,654	0
Heritage Buildings	0	0	0	0	0	0	0	0	0	0
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total Buildings	20,072	9,068	7,691	0	3,313	20,072	7,418	0	12,654	0
Total Property	**20,072**	**9,068**	**7,691**	**0**	**3,313**	**20,072**	**7,418**	**0**	**12,654**	**0**
Plant and Equipment										
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	2,048	258	1,790	0	0	2,048	0	0	2,048	0
Fixtures, fittings and furniture	245	0	245	0	0	245	0	0	245	0
Computers and telecommunications	1,759	10	1,749	0	0	1,759	0	0	1,759	0
Library books	757	0	757	0	0	757	0	0	757	0
Total Plant and Equipment	**4,809**	**268**	**4,541**	**0**	**0**	**4,809**	**0**	**0**	**4,809**	**0**
Infrastructure										
Roads	6,121	0	6,121	0	0	6,121	259	0	5,862	0
Bridges	50	0	50	0	0	50	0	0	50	0
Footpaths and cycleways	4,323	0	4,302	0	21	4,323	0	0	4,323	0
Drainage	1,474	0	1,474	0	0	1,474	0	0	1,474	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	80	0	80	0	0	80	0	0	80	0
Parks, open space and streetscapes	4,990	150	4,840	0	0	4,990	0	1,136	3,854	0
Aerodromes	0	0	0	0	0	0	0	0	0	0
Off street car parks	58	0	58	0	0	58	0	0	58	0
Other infrastructure	1,099	0	80	0	1,019	1,099	0	0	1,099	0
Total Infrastructure	**18,195**	**150**	**17,005**	**0**	**1,040**	**18,195**	**259**	**1,136**	**16,800**	**0**
Total Capital Works Expenditure	**43,076**	**9,486**	**29,237**	**0**	**4,353**	**43,076**	**7,677**	**1,136**	**34,263**	**0**

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Summary of Planned Capital Works Expenditure

For the four years ended 30 June 2025

2024/25	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total Land	0	0	0	0	0	0	0	0	0	0
Buildings	17,783	7,926	6,321	0	3,536	17,783	6,639	0	11,144	0
Heritage Buildings	0	0	0	0	0	0	0	0	0	0
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total Buildings	17,783	7,926	6,321	0	3,536	17,783	6,639	0	11,144	0
Total Property	**17,783**	**7,926**	**6,321**	**0**	**3,536**	**17,783**	**6,639**	**0**	**11,144**	**0**
Plant and Equipment							0	0	0	0
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	1,932	0	1,932	0	0	1,932	0	0	1,932	0
Fixtures, fittings and furniture	140	0	140	0	0	140	0	0	140	0
Computers and telecommunications	1,675	0	1,675	0	0	1,675	0	0	1,675	0
Library books	769	0	769	0	0	769	0	0	769	0
Total Plant and Equipment	**4,516**	**0**	**4,516**	**0**	**0**	**4,516**	**0**	**0**	**4,516**	**0**
Infrastructure										
Roads	6,482	0	6,482	0	0	6,482	259	0	6,223	0
Bridges	50	0	50	0	0	50	0	0	50	0
Footpaths and cycleways	3,403	0	3,403	0	0	3,403	0	0	3,403	0
Drainage	1,315	0	1,315	0	0	1,315	0	0	1,315	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	85	0	85	0	0	85	0	0	85	0
Parks, open space and streetscapes	3,605	150	3,455	0	0	3,605	0	1,050	2,555	0
Aerodromes	0	0	0	0	0	0	0	0	0	0
Off street car parks	60	0	60	0	0	60	0	0	60	0
Other infrastructure	555	0	80	0	475	555	0	0	555	0
Total Infrastructure	**15,555**	**150**	**14,930**	**0**	**475**	**15,555**	**259**	**1,050**	**14,246**	**0**
Total Capital Works Expenditure	**37,854**	**8,076**	**25,767**	**0**	**4,011**	**37,854**	**6,898**	**1,050**	**29,906**	**0**

5. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives. The financial performance indicators below are the prescribed financial performance indicators contained in Part 3 of Schedule 3 of the Local Government (Planning and Reporting) Regulations 2020. Results against these indicators will be reported in Council's Performance Statement included in the Annual Report.

Indicator	Measure	Notes	Actual	Forecast	Budget	Projections			Trend
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	+/o/-
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	-1.0%	-10.8%	-0.3%	-0.3%	0.5%	1.0%	+
Liquidity									
Working Capital	Current assets / current liabilities	2	2.47	2.08	1.94	1.80	1.61	1.54	-
Unrestricted cash	Unrestricted cash / current liabilities	3	84.1%	73.2%	79.1%	81.1%	47.6%	26.2%	-
Obligations									
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	4	37.9%	35.4%	48.7%	42.6%	36.6%	30.7%	+
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		2.8%	2.7%	30.6%	6.1%	5.9%	5.8%	o
Indebtedness	Non-current liabilities / own source revenue		27.4%	27.3%	28.5%	24.5%	20.2%	16.5%	+
Asset renewal	Asset renewal expenses / Asset depreciation	5	1.2	1.2	1.4	1.5	1.3	1.1	o
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	6	60.1%	65.3%	58.7%	58.8%	58.9%	59.0%	o
Rates effort	Rate revenue / NAV of rateable properties in the municipality		4.0%	4.0%	4.0%	3.9%	3.8%	3.7%	o

Indicator	Measure	Notes	Actual	Forecast	Budget	Projections			Trend
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	+/o/-
Efficiency									
Expenditure level	Total expenses/ no. of property assessments		$3,427	$3,541	$3,608	$3,611	$3,583	$3,568	o
Revenue level	Total rate revenue / no. of property assessments		$2,031	$2,085	$2,111	$2,115	$2,121	2,127	o
Workforce turnover	No. of permanent staff resignations & terminations / average no. of permanent staff for the financial year		10.4%	11.7%	13.4%	13.4%	13.4%	13.4%	o

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

Notes to indicators

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

2. Working Capital
The proportion of current liabilities represented by current assets. It is a general measure of the organisation's liquidity and its ability to meet its commitments as and when they fall due. Working Capital is forecast to decline due to the financial impacts of COVID-19 on Council cashflow. Working capital trend is forecast to decrease from 1.95 in 2021/22 to 1.56 in 2024/25, which still indicates that Council is in a strong position to meet all its commitments as they fall due.

3. Unrestricted Cash
Council's unrestricted cash includes total cash balances less allocations for carry forward of capital projects and amounts transferred to reserve for open space developer contributions. Unrestricted cash is budgeted to increase in 2021/22 and decrease over the remaining 4 year period of the budget.

4. Debt compared to rates

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

5. Asset renewal

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

6. Rates concentration

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

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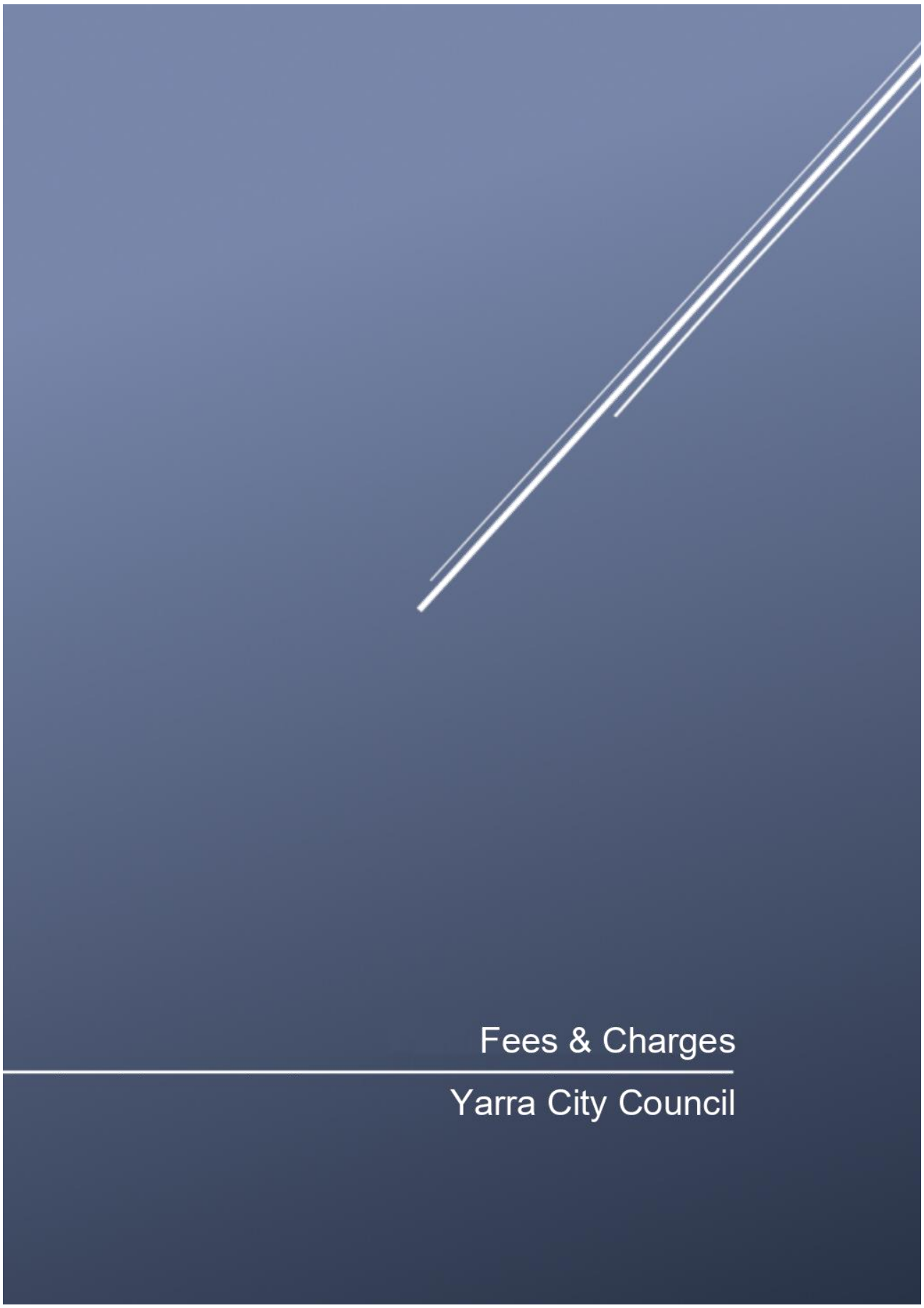

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
City of Yarra							
Property & Rating Fees							
Land information certificates	Per Certificate	N	$27.00	$27.00	0.00%	$0.00	Y
Land information certificates – 24 hour turnaround (online application only)	Per Certificate	N	$71.70	$72.80	1.53%	$1.10	N
Garbage Charge – Properties exempt from Rates	Per service	N	$390.00	$395.85	1.50%	$5.85	N
Valuation Certificate	Per Certificate	Y	$26.20	$26.60	1.53%	$0.40	N
Retrospective Valuation Certificate	Per Certificate	Y	$104.55	$106.00	1.39%	$1.45	N
Payment Arrangement fee (Rates – Referred for Legal Action)	Per Arrangement	Y	$6.10	$6.20	1.64%	$0.10	N
Rate Notice reproduction	Per Notice	N	$27.50	$27.90	1.45%	$0.40	N
Debt Recovery Field Call	Per Notice	N	$60.00	$60.90	1.50%	$0.90	N
Debt Recovery Administration	Per Referral	N	$45.00	$45.70	1.56%	$0.70	N
Debt Recovery Administration Summons Trace successful	Per Trace	N	$150.00	$152.00	1.33%	$2.00	N
Debt Recovery Administration Summons Trace unsuccessful	Per Trace	N	$100.00	$101.50	1.50%	$1.50	N
Debt Recovery Title Search	Per Search	N	$25.60	$26.00	1.56%	$0.40	N
Debt Recovery Company Search	Per Search	N	$25.60	$26.00	1.56%	$0.40	N
Governance Support							
Freedom of information requests		N	$29.60	$29.60	0.00%	$0.00	Y
Libraries							
Book delivery	per delivery	Y	$12.50	$12.70	1.60%	$0.20	N
Damaged / Lost Books	Per item	Y		Cost + $13.00 (incl. GST) Min. Fee excl. GST: $11.64			N
			Last YR Fee Cost + $12.80 (incl. GST) Min. Fee excl. GST: $11.64				
Damaged / Lost Magazines	Per item	Y		Cost + $4.00 (incl. GST) Min. Fee excl. GST: $4.00			N
			Last YR Fee Cost + $3.80 (incl. GST) Min. Fee excl. GST: $3.80				
Lost Card	Per item	Y	$4.00	$4.00	0.00%	$0.00	N
Inter Library Loans	Per item	Y	$18.50	$28.50	54.05%	$10.00	N
Reservations	Per item	N				No Charge	N
Word Processing	Per Session	Y				No Charge	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Libraries [continued]							
Internet Access	Per Session	Y				No Charge	N
Library Merchandise							
Library Bags	Per Bag	Y	$3.00	$3.50	16.67%	$0.50	N
Library USBs	Per USB	Y	$8.00	$8.00	0.00%	$0.00	N
Library Keep Cups	Per Cup	Y	$10.00	$15.00	50.00%	$5.00	N
Photocopies							
Photocopies A4	Per Copy	Y	$0.20	$0.20	0.00%	$0.00	N
Photocopies A3	Per Copy	Y	$0.40	$0.40	0.00%	$0.00	N
Photocopies A4 (colour)	Per Copy	Y	$1.10	$1.10	0.00%	$0.00	N
Photocopies A3 (colour)	Per Copy	Y	$2.10	$2.10	0.00%	$0.00	N
Book Sales							
Book delivery	per delivery	N	$12.50	$12.50	0.00%	$0.00	N
Hardbacks	Per Sale	Y	$3.00	$3.00	0.00%	$0.00	N
Paperbacks	Per Sale	Y	$1.50	$1.50	0.00%	$0.00	N
Magazines	Per Sale	Y	$0.50	$0.50	0.00%	$0.00	N
Bag of Books	Per Bag	Y	$5.00	$5.00	0.00%	$0.00	N
Finance							
Credit Card Surcharge	Per Transaction	Y	0.5% to payments made via Credit Card				N
Dishonoured Cheque Administration Fee	Per Cheque	Y	$36.50	$37.00	1.37%	$0.50	N
Dishonoured Direct Debit Administration Fee	Per Cheque	Y	$36.50	$37.00	1.37%	$0.50	N
Aged & Disability Services							
Home Care, Personal Care and Respite Care							
Home Care General – Low Fee Range							
Home Care General Low fee range – Single Up to $28,605	Per hour	N	$4.25	$4.30	1.18%	$0.05	N
Home Care General Low fee range – Single $28,605 to $39,089 (CHSP)	Per hour	N	$6.55	$6.65	1.53%	$0.10	N
Home Care General Low fee range – Single $28,605 to $39,089 (HACCPYP)	Per hour	N	$6.30	$6.30	0.00%	$0.00	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Home Care General – Low Fee Range [continued]							
Home Care General Low fee range – Couple Up to $59,802 (CHSP)	Per hour	N	$6.60	$6.70	1.52%	$0.10	N
Home Care General Low fee range – Couple Up to $59,802 (HACCPYP)	Per hour	N	$6.30	$6.30	0.00%	$0.00	N
Home Care General Low fee range – Family Up to $66,009 (CHSP)	Per hour	N	$6.60	$6.70	1.52%	$0.10	N
Home Care General Low fee range – Family Up to $66,009 (HACCPYP)	Per hour	N	$6.30	$6.30	0.00%	$0.00	N
Home Care General – Medium Fee Range							
Home Care General Medium fee range – Single $39,089 to $54,795	Per hour	N	$9.35	$9.50	1.60%	$0.15	N
Home Care General Medium fee range – Single $54,795 to $70,501	Per hour	N	$12.10	$12.30	1.65%	$0.20	N
Home Care General Medium fee range – Single $70,501 to $86,208	Per hour	N	$14.80	$15.00	1.35%	$0.20	N
Home Care General Medium fee range – Couple $59,802 to $78,283	Per hour	N	$11.00	$11.15	1.36%	$0.15	N
Home Care General Medium fee range – Couple $78,283 to $96,764	Per hour	N	$13.95	$14.15	1.43%	$0.20	N
Home Care General Medium fee range – Couple $96,764 to $115,245 (CHSP)	Per hour	N	$16.45	$16.70	1.52%	$0.25	N
Home Care General Medium fee range – Couple $96,764 to $115,245 (HACCPYP)	Per hour	N	$15.70	$15.70	0.00%	$0.00	N
Home Care General Medium fee range – Family $66,009 to $83,521	Per hour	N	$11.00	$11.15	1.36%	$0.15	N
Home Care General Medium fee range – Family $83,521 to $101,033	Per hour	N	$13.95	$14.15	1.43%	$0.20	N
Home Care General Medium fee range – Family $101,033 to $118,546 (CHSP)	Per hour	N	$16.45	$16.70	1.52%	$0.25	N
Home Care General Medium fee range – Family $101,033 to $118,546 (HACCPYP)	Per hour	N	$15.70	$15.70	0.00%	$0.00	N
Home Care General – High Fee Range							
Home Care General High Range – Single Above $86,208	Per hour	N	$36.00	$36.50	1.39%	$0.50	N
Home Care General High Range – Couple Above $115,245	Per hour	N	$36.00	$36.50	1.39%	$0.50	N
Home Care General High Range – Family Above $118,546	Per hour	N	$36.00	$36.50	1.39%	$0.50	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Personal Care							
Personal Care – Low Fee Range							
Personal Care Low fee range – Single Up to $28,605	Per hour	N	$4.15	$4.20	1.20%	$0.05	N
Personal Care Low fee range – Single $28,605 to $39,089	Per hour	N	$4.90	$4.95	1.02%	$0.05	N
Personal Care Low fee range – Single $28,605 to $39,089 (HACCPYP)	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Personal Care Low fee range – Couple Up to $44,309	Per hour	N	$4.15	$4.20	1.20%	$0.05	N
Personal Care Low fee range – Couple $44,309 to $59,802	Per hour	N	$4.90	$4.95	1.02%	$0.05	N
Personal Care Low fee range – Couple $44,309 to $59,802 (HACCPYP)	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Personal Care Low fee range – Family Up to $44,309	Per hour	N	$4.15	$4.20	1.20%	$0.05	N
Personal Care Low fee range – Family $44,309 to $66,009	Per hour	N	$4.90	$4.95	1.02%	$0.05	N
Personal Care Low fee range – Family $44,309 to $66,009 (HACCPYP)	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Personal Care – Medium Fee Range							
Personal Care General Medium fee range – Single $39,089 to $54,795	Per hour	N	$7.75	$7.85	1.29%	$0.10	N
Personal Care General Medium fee range – Single $54,795 to $70,501	Per hour	N	$8.15	$8.25	1.23%	$0.10	N
Personal Care General Medium fee range – Single $70,501 to $86,208	Per hour	N	$8.90	$9.05	1.69%	$0.15	N
Personal Care General Medium fee range – Couple $59,802 to $78,283	Per hour	N	$7.75	$7.85	1.29%	$0.10	N
Personal Care General Medium fee range – Couple $78,283 to $96,764	Per hour	N	$8.15	$8.25	1.23%	$0.10	N
Personal Care General Medium fee range – Couple $96,764 to $115,245	Per hour	N	$8.90	$9.05	1.69%	$0.15	N
Personal Care General Medium fee range – Family $66,009 to $83,521	Per hour	N	$7.75	$7.85	1.29%	$0.10	N
Personal Care General Medium fee range – Family $83,521 to $101,033	Per hour	N	$8.15	$8.25	1.23%	$0.10	N
Personal Care General Medium fee range – Family $101,033 to $118,546	Per hour	N	$8.90	$9.05	1.69%	$0.15	N
Personal Care – High Fee Range							
Personal Care General High Range – Single Above $86,208	Per hour	N	$40.20	$40.80	1.49%	$0.60	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Personal Care – High Fee Range [continued]							
Personal Care General High Range – Couple Above $115,245	Per hour	N	$40.20	$40.80	1.49%	$0.60	N
Personal Care General High Range – Family Above $118,546	Per hour	N	$40.20	$40.80	1.49%	$0.60	N
Respite Care							
Respite Care – Low Fee Range							
Respite Care Low fee range – Single Up to $28,605	Per hour	N	$2.85	$2.90	1.75%	$0.05	N
Respite Care Low fee range – Single $28,605 to $39,089	Per hour	N	$3.30	$3.35	1.52%	$0.05	N
Respite Care Low fee range – Single $28,605 to $39,089 (HACCPYP)	Per hour	N	$3.10	$3.15	1.61%	$0.05	N
Respite Care Low fee range – Couple Up to $44,309	Per hour	N	$2.85	$2.90	1.75%	$0.05	N
Respite Care Low fee range – Couple $44,309 to $59,802	Per hour	N	$3.30	$3.35	1.52%	$0.05	N
Respite Care Low fee range – Couple $44,309 to $59,802 (HACCPYP)	Per hour	N	$3.10	$3.15	1.61%	$0.05	N
Respite Care Low fee range – Family Up to $44,309	Per hour	N	$2.85	$2.90	1.75%	$0.05	N
Respite Care Low fee range – Family $44,309 to $66,009	Per hour	N	$3.30	$3.35	1.52%	$0.05	N
Respite Care Low fee range – Family $44,309 to $66,009 (HACC PYP)	Per hour	N	$3.10	$3.15	1.61%	$0.05	N
Respite Care – Medium Fee Range							
Respite Care General Medium fee range – Single $39,089 to $54,795	Per hour	N	$3.85	$3.90	1.30%	$0.05	N
Respite Care General Medium fee range – Single $54,795 to $70,501	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Respite Care General Medium fee range – Single $70,501 to $86,208	Per hour	N	$4.80	$4.85	1.04%	$0.05	N
Respite Care General Medium fee range – Single $70,501 to $86,208 (HACCPYP)	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Respite Care General Medium fee range – Couple $59,802 to $78,283	Per hour	N	$3.85	$3.90	1.30%	$0.05	N
Respite Care General Medium fee range – Couple $78,283 to $96,764	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Respite Care General Medium fee range – Couple $96,764 to $115,245	Per hour	N	$4.80	$4.85	1.04%	$0.05	N
Respite Care General Medium fee range – Family $66,009 to $83,521	Per hour	N	$3.85	$3.90	1.30%	$0.05	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Respite Care – Medium Fee Range [continued]							
Respite Care General Medium fee range – Family $83,521 to $101,033	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Respite Care General Medium fee range – Family $101,033 to $118,546	Per hour	N	$4.80	$4.85	1.04%	$0.05	N
Respite Care General Medium fee range – Family $101,033 to $118,546 (HACCPYP)	Per hour	N	$4.70	$4.75	1.06%	$0.05	N
Respite Care – High Fee Range							
Respite Care General High Range – Single Above $86,208	Per hour	N	$37.10	$37.70	1.62%	$0.60	N
Respite Care General High Range – Couple Above $115,245	Per hour	N	$37.10	$37.70	1.62%	$0.60	N
Respite Care General High Range – Family Above $118,546	Per hour	N	$37.10	$37.70	1.62%	$0.60	N
Home Maintenance							
Home Maintenance – Low Fee Range							
Home Maintenance Low fee range – Single Up to $28,605	Per hour	N	$4.65	$4.70	1.08%	$0.05	N
Home Maintenance Low fee range – Single $28,605 to $39,089	Per hour	N	$7.25	$7.35	1.38%	$0.10	N
Home Maintenance Low fee range – Couple Up to $44,309	Per hour	N	$4.65	$4.70	1.08%	$0.05	N
Home Maintenance Low fee range – Couple $44,309 to $59,802	Per hour	N	$8.60	$8.75	1.74%	$0.15	N
Home Maintenance Low fee range – Family Up to $44,309	Per hour	N	$4.65	$4.70	1.08%	$0.05	N
Home Maintenance Low fee range – Family $44,309 to $66,009	Per hour	N	$8.60	$8.75	1.74%	$0.15	N
Home Maintenance – Medium Fee Range							
Home Maintenance Medium Fee Range Single – $39,089 to $86,208	Per hour	N	$18.05	$18.30	1.39%	$0.25	N
Home Maintenance Medium Fee Range Couple – $59,802 to $115,245	Per hour	N	$18.05	$18.30	1.39%	$0.25	N
Home Maintenance Medium Fee Range Family – $66,009 to $118,546	Per hour	N	$18.05	$18.30	1.39%	$0.25	N
Home Maintenance – High Fee Range							
Home Maintenance High Range – Single Above $86,208 (CHSP)	Per hour	N	$51.85	$52.60	1.45%	$0.75	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Home Maintenance – High Fee Range [continued]							
Home Maintenance High Range – Single Above $86,208 (HACCPYP)	Per hour	N	$49.64	$50.40	1.53%	$0.76	N
Home Maintenance High Range – Couple Above $115,245 (CHSP)	Per hour	N	$51.85	$52.60	1.45%	$0.75	N
Home Maintenance High Range – Couple Above $115,245 (HACCPYP)	Per hour	N	$49.64	$50.40	1.53%	$0.76	N
Home Maintenance – Family Above $118,546 (CHSP)	Per hour	N	$51.85	$52.60	1.45%	$0.75	N
Home Maintenance – Family Above $118,546 (HACCPYP)	Per hour	N	$49.64	$50.40	1.53%	$0.76	N
Delivered / Centre Meals							
Delivered / Centre Meals – Low Fee Range							
Delivered / Centre Meals Single Up to $39,089	Per meal	N	$6.80	$6.90	1.47%	$0.10	N
Delivered / Centre Meals Couple Up to $59,802	Per meal	N	$6.80	$6.90	1.47%	$0.10	N
Delivered / Centre Meals Family Up to $66,009	Per meal	N	$6.80	$6.90	1.47%	$0.10	N
Delivered / Centre Meals – Medium Fee Range							
Delivered / Centre Meals Single – $39,089 to $86,208	Per meal	N	$8.80	$8.95	1.70%	$0.15	N
Delivered / Centre Meals Couple – $59,802 to $115,245	Per meal	N	$8.80	$8.95	1.70%	$0.15	N
Delivered / Centre Meals Family – $66,009 to $118,546	Per meal	N	$8.80	$8.95	1.70%	$0.15	N
Delivered / Centre Meals – High Fee Range							
Delivered / Centre Meals – Single Above $86,208	Per meal	N	$22.90	$23.25	1.53%	$0.35	N
Delivered / Centre Meals – Couple Above $115,245	Per meal	N	$22.90	$23.25	1.53%	$0.35	N
Delivered / Centre Meals – Family Above $118,546	Per meal	N	$22.90	$23.25	1.53%	$0.35	N
Willowview							
Willowview – High Care							
Willowview – Outing Group							
Willowview – Low Fee Range Single Up to $39,089	Per session	N	$8.50	$8.65	1.76%	$0.15	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Willowview – Outing Group [continued]							
Willowview – Low Fee Range Couple Up to $59,802	Per session	N	$8.50	$8.65	1.76%	$0.15	N
Willowview – Low Fee Range Family Up to $66,009	Per session	N	$8.50	$8.65	1.76%	$0.15	N
Willowview – Medium Fee Range Single – $39,089 to $86,208	Per session	N	$8.50	$8.65	1.76%	$0.15	N
Willowview – Medium Fee Range Couple – $59,802 to $115,245	Per session	N	$8.50	$8.65	1.76%	$0.15	N
Willowview – Medium Fee Range Family – $66,009 to $118,546	Per session	N	$8.50	$8.65	1.76%	$0.15	N
Willowview – High Fee Range – Single Above $86,208	Per session	N	$21.35	$21.65	1.41%	$0.30	N
Willowview – High Fee Range – Couple Above $115,245	Per session	N	$21.35	$21.65	1.41%	$0.30	N
Willowview – High Fee Range – Family Above $118,546	Per session	N	$21.35	$21.65	1.41%	$0.30	N
Social Support – Group (Community Transport)							
Community transport service	Per trip	N	$1.00	$1.00	0.00%	$0.00	N
Home Care Packages (HCP)							
Linkage Program – Monthly Case Management Fee	Per case plan	Y				$0-$258 Min. Fee excl. GST: $234.55	N
Up to $258 **Rates negotiable in special circumstances. Refer Aged & Disability Services – Home Care Packages Policy							
All Meals	Per meal	Y	$21.25	$21.55	1.41%	$0.30	N
Home/Personal/Respite Care (8.00am to 6.00pm Monday to Friday)	Per hour	Y	$49.40	$50.10	1.42%	$0.70	N
Home/Personal/Respite Care (6.00pm to 8.00am Monday to Friday)	Per hour	Y	$104.75	$106.50	1.67%	$1.75	N
Home/Personal/Respite Care (6.00pm Friday to 8.00am Monday)	Per hour	Y	$104.75	$106.50	1.67%	$1.75	N
Adult Day Care	Per session	Y	$36.40	$36.90	1.37%	$0.50	N
*Based upon HACC services used and other services as negotiated							

Attachment 1 - Draft Annual Budget 2021-2022

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Parking Services							
Parking Fees – meters/ticket machines (per hour) spread from 0.00 to $10.00 max	Per Hour	Y		$0.00-$10.00 – default price $4.00			N
				Last YR Fee $0.00-$10.00 – default price $4.00			
All Day Parking (various locations)	Per Day	Y	$12.00	$12.00	0.00%	$0.00	N
Night parking rate	Per Night	Y	$12.00	$12.00	0.00%	$0.00	N
Occupation of parking bays – parking meter/first day – Non Commercial Street	Per Day	Y	$65.50	$66.50	1.53%	$1.00	N
Occupation of parking bays – parking meter/subsequent day – Non Commercial Street	Per Day	Y	$33.00	$33.50	1.52%	$0.50	N
Occupation of parking bays – parking meter/first day – Commercial Street	Per Day	Y	$110.00	$111.50	1.36%	$1.50	N
Occupation of parking bays – parking meter/subsequent day – Commercial street	Per Day	Y	$58.00	$58.90	1.55%	$0.90	N
Parking Permits – 1st Resident permit	Per Permit	N	$41.00	$41.60	1.46%	$0.60	N
Parking Permits – 2nd Resident permits	Per Permit	N	$100.00	$101.50	1.50%	$1.50	N
Parking Permits – 3rd Resident permits	Per Permit	N	$188.00	$191.00	1.60%	$3.00	N
Parking Permits – Business – 1st permit	Per Permit	N	$137.00	$139.00	1.46%	$2.00	N
Parking Permits – Business – 2nd and subsequent permits	Per Permit	N	$254.00	$258.00	1.57%	$4.00	N
Parking Permits – Disabled	Per Permit	N				No Charge	N
Parking Permits – 1st Visitor permit	Per Permit	N	$41.00	$41.60	1.46%	$0.60	N
Parking Permits – 2nd Visitor permits	Per Permit	N	$100.00	$101.50	1.50%	$1.50	N
Parking Permits – 3rd Visitor permits	Per Permit	N	$188.00	$191.00	1.60%	$3.00	N
Vehicle tow-away – impounding fee	Per item	Y	$444.00	$450.50	1.46%	$6.50	N
Derelict vehicles/pound fee – abandoned/unregistered vehicle	Per Vehicle	Y	$444.00	$450.50	1.46%	$6.50	N
Installation of Loading Zone	Per Loading zone	Y	$215.00	$218.00	1.40%	$3.00	N
Parking offences set out in Schedule 6 of the Road Safety (General) Regulations 2019	Of a Penalty Unit	N			0.5 of a penalty unit		N
Parking Permit – Car Share Bay	Per Permit	N	$600.00	$609.00	1.50%	$9.00	N
Installation of Car Share Bay	Per Bay	Y	$650.00	$660.00	1.54%	$10.00	N
Local Laws / Legislative Services							
Footpath Trading – Application/ Inspection fee (Non-refundable)	Per application	N	$57.00	$57.90	1.58%	$0.90	N
Footpath heaters	Annual fee	N	$111.00	$112.50	1.35%	$1.50	N

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Attachment 1 - Draft Annual Budget 2021-2022

Local Laws / Legislative Services [continued]

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Footpath awning fee	Annual fee	N	$220.00	$223.50	1.59%	$3.50	N
Local laws Permit refund fee	Per fee	N	$111.00	$112.50	1.35%	$1.50	N
Planter Box/Tubs (Excludes Tables & Chairs) Footpath trading only	Annual fee	N	$57.00	$57.90	1.58%	$0.90	N
Additional miscellaneous item Footpath trading	Per item	N	$57.00	$57.90	1.58%	$0.90	N
Mobile Food Vans – Normal Rate	Per Van	N	$2,630.00	$2,670.00	1.52%	$40.00	N
Mobile Food Vans – Concession Rate (Yarra Resident Only)	Per Van	N	$1,866.00	$1,895.00	1.55%	$29.00	N
Mobile Food Van – small private events permit 1 day or less	Per Van	N	$110.00	$111.50	1.36%	$1.50	N
Mobile Food Van – Charity or Non for profit event	Per Van	N	$0.00	$0.00	∞	∞	N
Significant Tree Application fee (Non-refundable)	Per application	N	$155.00	$157.50	1.61%	$2.50	N
Significant Tree Permit – Removal	Per Permit	N	$220.00	$223.50	1.59%	$3.50	N
Significant Tree Permit – Pruning only	Per Permit	N	$111.00	$112.50	1.35%	$1.50	N
Excess Animal Permit – Application Fee (Non Refundable)	Per Permit	N	$58.00	$58.90	1.55%	$0.90	N
Cat trap – rental per week	Per Week	N	$23.00	$23.35	1.52%	$0.35	N
Commercial dog walking permit (annual permit)	Annual Permit	N	$111.00	$112.50	1.35%	$1.50	N
Excess Animal Permit – Fee	Annual Permit	N	$58.00	$58.90	1.55%	$0.90	N
Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities Charity or Non for profit	Per Permit	N	$0.00	$0.00	∞	∞	N
Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities	Per Permit	N	$105.00	$106.50	1.43%	$1.50	N
Temporary Public Space Licence (prescribed event area) each additional stall/promotional activity over 5 for Charity or Non for profit	Per Permit	N	$0.00	$0.00	∞	∞	N
Temporary Public Space Licence (prescribed event area) each additional stall/promotional activity over 5	Per Permit	N	$32.00	$32.50	1.56%	$0.50	N
Temporary Public Space Licences up to 7 days	Per Permit	N	$70.00	$71.00	1.43%	$1.00	N
Local law permit application fee (As required)	Annual Permit	N	$57.00	$57.90	1.58%	$0.90	N
Busking Permit (Monthly charge)	Per Month	N	$15.00	$15.25	1.67%	$0.25	N
Planter box/tubs – Laneway garden permit fee	Per Permit	N	$57.00	$57.90	1.58%	$0.90	N
General Local Law Permit	Per Permit	N	$345.00	$350.00	1.45%	$5.00	N
Temporary Public space permit – Promotional Short Term (1) 0-3 days	Per Permit	N	$111.00	$112.50	1.35%	$1.50	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Local Laws / Legislative Services [continued]							
Temporary Public space permit – Promotional Short Term (2) 3-7 days where admin/detailed review required	Per Permit	N	$177.00	$179.50	1.41%	$2.50	N
Local Laws permit Inspection fee – After hours	Per Permit	N	$164.00	$166.50	1.52%	$2.50	N
Miscellaneous / Impound release Fee	Per item	N	$115.00	$116.50	1.30%	$1.50	N
Shopping Trolley Release fees	Per trolley	N	$67.00	$68.00	1.49%	$1.00	N
Public Space Licences							
Items on Footpath							
Advertising Sign – per sign (licensed)	Annual Permit	N	$182.00	$184.50	1.37%	$2.50	N
Advertising Sign – per sign (unlicensed)	Annual Permit	N	$124.00	$126.00	1.61%	$2.00	N
Goods Display	Annual Permit	N	$423.00	$429.50	1.54%	$6.50	N
Tables & Chairs							
Licenced premises – per table over 800mm (Including benches)	Annual Permit	N	$93.00	$94.40	1.51%	$1.40	N
Licensed Premises – per table up to 800mm	Annual Permit	N	$82.00	$83.20	1.46%	$1.20	N
Licensed Premises – per chair (600mm = 1 Chair)	Annual Permit	N	$75.50	$76.60	1.46%	$1.10	N
Unlicensed Premises – per table over 800mm (including benches)	Annual Permit	N	$93.00	$94.40	1.51%	$1.40	N
Unlicensed Premises – per table up to 800mm	Annual Permit	N	$82.00	$83.20	1.46%	$1.20	N
Unlicensed Premises – per chair (600mm = 1 Chair)	Annual Permit	N	$23.00	$23.35	1.52%	$0.35	N
Real Estate Sign License	Annual Permit	N	$812.00	$824.00	1.48%	$12.00	N
Mobile Food Van (prescribed event area) multi max. 5 vans	Per Permit	N	$345.00	$350.00	1.45%	$5.00	N
Mobile Food Van (prescribed event area) each additional food van/stall over 5 vans	Per Permit	N	$345.00	$350.00	1.45%	$5.00	N
Mobile Food Van public land (once-off day rate)	Per Permit	N	$345.00	$350.00	1.45%	$5.00	N
Kerb Market							
Gleadell Street Market (per stall)	Per Stall weekly charge	Y	$92.00	$93.40	1.52%	$1.40	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Other							
Miscellaneous / Impound Fee	Per item	Y	$113.00	$114.50	1.33%	$1.50	N
Planning Enforcement							
Liquor Licensing Advice Requests	Per advise	Y	$166.00	$168.50	1.51%	$2.50	N
Animal Control							
Community Amenity (Local Laws and Animal Control)							
Dog Registration							
Standard Maximum Fee	Per dog	N	$210.00	$213.00	1.43%	$3.00	N
Standard Reduced Fee	Per dog	N	$70.00	$71.00	1.43%	$1.00	N
Foster care – Dog	Per dog	N	$8.00	$8.10	1.25%	$0.10	N
Concessional Maximum Fee	Per dog	N	$105.00	$106.50	1.43%	$1.50	N
Dogs & cats currently registered at another Council – transfer and 1st registration	Per animal	N	No charge – 1st year only Last YR Fee No charge – 1st year only				N
Dogs & Cats under 6mths of age	Per animal	N	No charge – 1st year only Last YR Fee No charge – 1st year only				N
Concessional Reduced Fee	Per dog	N	$21.00	$21.30	1.43%	$0.30	N
Registration – Declared menacing, dangerous & restricted breed dogs	Per dog	N	$410.00	$416.00	1.46%	$6.00	N
Cat Registration							
Standard Maximum Fee	Per cat	N	$120.00	$122.00	1.67%	$2.00	N
Standard Reduced Fee	Per cat	N	$40.00	$40.60	1.50%	$0.60	N
Concessional Maximum Fee	Per cat	N	$60.00	$60.90	1.50%	$0.90	N
Concessional Reduced Fee	Per cat	N	$15.00	$15.25	1.67%	$0.25	N
Foster care – Cat	Per cat	N	$8.00	$8.10	1.25%	$0.10	N
Animal Registration refund	Per registration	N	50% refund prior to 1 October each year				N
Replacement Animal Registration tag	Per tag	Y	$6.00	$6.10	1.67%	$0.10	N
Animal Pound Release Fees							
Release fee – Dog	Per animal	Y	$160.00	$162.50	1.56%	$2.50	N
Release fee – Cat	Per animal	Y	$110.00	$111.50	1.36%	$1.50	N
Livestock (small)	Per animal	Y	$185.00	$188.00	1.62%	$3.00	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Animal Pound Release Fees [continued]							
Livestock (large)	Per animal	Y	$250.00	$254.00	1.60%	$4.00	N
Registration of Domestic Animal Business							
Annual Registration Fee	Per animal	Y	$420.00	$426.50	1.55%	$6.50	N
Transfer Fee	Per Permit	Y	$31.00	$31.50	1.61%	$0.50	N
Request for copy of dog/cat registration certificate (per entry)	Per entry	Y	$108.00	$109.50	1.39%	$1.50	N
Service Requests – Animal Control	Per animal	Y	$80.00	$81.20	1.50%	$1.20	N
Inspection of Dog/Cat register (per entry)	Per entry	N	$24.00	$24.35	1.46%	$0.35	N
Deposit Cat trap (Refundable)	Per trap	N	$112.00	$113.50	1.34%	$1.50	N
Food Premises							
Class 1 or Class 2 Premises							
Renewals	Annual Permit	N	$604.00	$613.00	1.49%	$9.00	N
Additional fee for each employee over 10 (Max fee is for 61+ employees)	Per employee	N	$31.00	$31.50	1.61%	$0.50	N
New Registrations – Application fee	Per application	N	$302.00	$306.50	1.49%	$4.50	N
New Registrations – Registration fee	Per registration	N			Pro-rata of renewal fee		N
Transfer Fee	Per registration	N	$302.00	$306.50	1.49%	$4.50	N
Re-inspection Fee	Per inspection	N	$151.00	$153.50	1.66%	$2.50	N
Additional Assessment Fee (Section 19H)	Per assessment	N	$301.00	$306.50	1.83%	$5.50	N
Class 3 and Not for Profit Class 1 and 2 Food Premises							
Renewals	Per renewal	N	$302.00	$306.50	1.49%	$4.50	N
Additional fee for each employee over 10 (Max fee is for 61+ employees)	Per employee	N	$16.00	$16.25	1.56%	$0.25	N
Seasonal (6 month operation) sporting clubs – Registration is for annual period	Per registration	N	$151.00	$153.50	1.66%	$2.50	N
New Registrations – Application fee	Per application	N	$151.00	$153.50	1.66%	$2.50	N
New Registrations – Registration fee	Per registration	N			Pro-rata of renewal fee		N
Transfer Fee	Per transfer	N	$151.00	$153.50	1.66%	$2.50	N
Re-inspection Fee	Per inspection	N	$76.00	$77.00	1.32%	$1.00	N
Additional Inspection Fee Under 19(H)	Per inspection	N	$151.00	$153.50	1.66%	$2.50	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Not for Profit Class 3 Food Premises							
Renewals	Per renewal	N	$151.00	$153.50	1.66%	$2.50	N
Additional fee for each employee over 10 (Max fee is for 61+ employees)	Per employee	N	$8.00	$8.00	0.00%	$0.00	N
Seasonal (6 month operation) sporting clubs – Registration is for annual period	Per registration	N	$75.00	$77.00	2.67%	$2.00	N
New Registrations – Application fee	Per application	N	$76.00	$77.00	1.32%	$1.00	N
New Registrations – Registration fee	Per registration	N			Pro-rata of renewal fee		N
Transfer Fee	Per transfer	N	$76.00	$77.00	1.32%	$1.00	N
Re-inspection Fee	Per inspection	N	$76.00	$77.00	1.32%	$1.00	N
Additional Inspection Fee Under 19(H)	Per inspection	N	$151.00	$153.50	1.66%	$2.50	N
Temporary and Mobile Food Premises							
Registered via "Streatrader" and Short Term Registrations of Food Premises (on request of proprietor)							
Once-off Events							
No more than two consecutive days operation.							
Component/s (per component) attached to a fixed registered (not Class 4) premises.							
Class 1 and 2	Per Permit	N	$76.00	$77.00	1.32%	$1.00	N
Class 3	Per Permit	N	$38.00	$38.50	1.32%	$0.50	N
Not for profit organisations – all classes	Per Permit	N				No Charge	N
Short Term Registrations							
Less than 12 months.							
Note: new approval fee does not apply.							
Temporary and mobile food premises that are not "once off" events or components of a fixed registered premises, components of notified (Class 4) premises.							
Registrations for a period of up to 3 months	Per registration	N			1/4 annual renewal fee		N
Registrations for a period of 3 to 6 months	Per registration	N			1/2 annual renewal fee		N
Registrations for a period of more than 6 months will be treated as a 12 month registration	Per registration	N			Full annual renewal fee		N
Re-inspection Fee (temp and mobile food premises)	Per inspection	N	$76.00	$77.00	1.32%	$1.00	N
Aquatic Facilities							
New registration – Application fee	Per registration	N	$0.00	$99.50	∞	∞	Y
New registration fee	Per registration	N			Pro-rata of renewal fee		Y

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory

Aquatic Facilities [continued]

Renewal – Additional fee for each additional facility in premises in excess of one (1)	Per renewal	N	$0.00	$10.00	∞	∞	Y
Renewal fee	Per renewal	N	$0.00	$199.00	∞	∞	Y
Transfer fee	Per transfer	N	$0.00	$99.50	∞	∞	Y

Prescribed Accommodation Premises

Commercial

Renewal for premises accommodating not more than 5 persons	Per Person	N	$302.00	$306.50	1.49%	$4.50	N
Renewals – Additional fee for each additional person than can be accommodated in excess of 5 (Max fee for 61+ persons)	Per Person	N	$16.00	$16.25	1.56%	$0.25	N
New registrations – Application fee	Per registration	N	$151.00	$153.50	1.66%	$2.50	N
New registrations – Registration fee	Per Transfer	N			Pro-rata of renewal fee		N
Transfers	Per Transfer	N	$151.00	$153.50	1.66%	$2.50	N

Not For Profit

Renewals for premises accommodating not more than 5 persons	Per renewal	N	$151.00	$153.50	1.66%	$2.50	N
Renewals – Additional fee for each additional person than can be accommodated in excess of 5 (Max fee for 61+ persons)	Per registration	N	$8.00	$8.00	0.00%	$0.00	N
New registrations – Application fee	Per application	N	$76.00	$77.00	1.32%	$1.00	N
New registrations – Registration fee	Per registration	N			Pro-rata of renewal fee		N
Transfers	Per transfer	N	$76.00	$77.00	1.32%	$1.00	N

Premises Providing Personal Services

Hairdressers, Beauty Salons, Ear Piercing, Tattooing, Skin Penetration

Pro rata of renewal fee – Registration in Q1 = full renewal fee, Q2 = 3/4 of renewal fee, Q3 = 1/2 renewal fee, Q4 = 1/4 renewal fee

If proprietor is a not for profit/charitable organisations above will be discounted by 50%. No current applicant are NFP.

Renewals	Per renewal	N	$196.00	$199.00	1.53%	$3.00	N
Pro rata of renewal fee – Registration in Q1 = full renewal fee, Q2 = 3/4 of renewal fee, Q3 = 1/2 renewal fee, Q4 = 1/4 renewal fee							
New Registrations	Per registration	N	$196.00	$199.00	1.53%	$3.00	N
Excluding low risk premises where the full renewal fee applies as registration is not subject to renewal. Pro rata of renewal fee – Registration in Q1 = full renewal fee, Q2 = 3/4 of renewal fee, Q3 = 1/2 renewal fee, Q4 = 1/4 renewal fee							
New registrations – Application fee	Per application	N	$98.00	$99.50	1.53%	$1.50	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Premises Providing Personal Services [continued]							
New registrations – Registration fee – higher risk services	Per registration	N				Pro-rata of renewal fee	N
New registration – Registration fee – lower risk services (note that registration is not subject to renewal)	Per registration	N	$196.00	$199.00	1.53%	$3.00	N
Transfer Fee (transfers not applicable to lower risk services)	Per transfer	N	$98.00	$99.50	1.53%	$1.50	N
Other Fees							
Overdue Registration Renewal Fee	Per renewal	N	$151.00	$153.50	1.66%	$2.50	N
Waste Water System Approval	Per approval	N	$302.00	$306.50	1.49%	$4.50	N
Information/Service Fees							
Copy of Certificate of Analysis for person from whom sample obtained		Y				No Charge	N
Copy of Registration Certificate – Only available to current proprietor	Per certificate	Y	$54.00	$55.00	1.85%	$1.00	N
Extract of premises register		N				No Charge	N
Professional services (EHO) as requested	Per Hour	Y	$151.00	$153.50	1.66%	$2.50	N
Recreation							
Multi-purpose Sporting Facilities							
Victoria Park – Casual Fees							
Commercial fee	Per Hour	Y	$288.60	$293.00	1.52%	$4.40	N
Concession 1*	Per Hour	Y	$85.55	$86.80	1.46%	$1.25	N
Concession 2*	Per Hour	Y	$39.60	$40.20	1.52%	$0.60	N
Concession 3*	Per Hour	Y				No Charge	N
*Concession 1 = Non Yarra Based – Not For Profit Community Organisations & Yarra Based Private Schools Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs Concession 3 = Yarra based State and Catholic primary schools							
Victoria Park Sherrin Stand Change Rooms – Casual Fees							
Concession 3* (per session 3 hr maximum)	Per Session	Y				No Charge	N
Commercial fee	Per Hour	Y	$115.45	$117.00	1.34%	$1.55	N
Concession 1*	Per Hour	Y	$34.15	$34.70	1.61%	$0.55	N
Concession 2*	Per Hour	Y	$27.40	$27.80	1.46%	$0.40	N
Concession 3*	Per Hour	Y	$20.85	$21.15	1.44%	$0.30	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory

Victoria Park Sherrin Stand Change Rooms – Casual Fees [continued]

Concession 3*	Per Hour	Y	$20.85	$21.15	1.44%	$0.30	N

*Concession 1 = Non Yarra Based – Not For Profit Community Organisations & Yarra Based Private Schools
Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs
Concession 3 = Yarra based State and Catholic primary schools

Casual Sports Ground A Hire

Bastow Reserve 1, Fletcher Reserve 1, Yambla Reserve, Ramsden Street Reserve, Fairfield Park Reserve, Burnley Oval, W.T. Peterson, Loughnan Oval, Citizens Park Oval, Alphington Park Oval – per 3 hour session (pro-rata hour fee available)

Concession 3* – per 3 hour session (pro-rata hour fee available)	Per Session	Y				No Charge	N
Commercial fee	Per Hour	Y	$115.80	$117.50	1.47%	$1.70	N
Concession 1*	Per Hour	Y	$28.50	$28.95	1.58%	$0.45	N
Concession 2*	Per Hour	Y	$10.35	$10.50	1.45%	$0.15	N
Concession 3*	Per Hour	Y				No Charge	N

*Concession 1 = Non Yarra Based – Not For Profit Community Organisations & Yarra Based Private Schools
Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs
Concession 3 = Yarra based State and Catholic primary schools

Casual Sports Ground B Hire

Bastow Reserve 2, Fletcher Reserve 2, Coulson Reserve, Alfred Crescent Oval, Walker Street, Alain Bain Reserve, Atherton Reserve – per 3 hour session (pro-rata hour fee available)

Concession 3* – per 3 hour session (pro-rata hour fee available)	Per Session	Y				No Charge	N
Commercial fee	Per Hour	Y	$58.75	$59.60	1.45%	$0.85	N
Concession 1*	Per Hour	Y	$16.40	$16.65	1.52%	$0.25	N
Concession 2*	Per Hour	Y	$5.50	$5.60	1.82%	$0.10	N
Concession 3*	Per Hour	Y				No Charge	N

*Concession 1 = Non Yarra Based – Not For Profit Community Organisations & Yarra Based Private Schools
Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs
Concession 3 = Yarra based State and Catholic primary schools

Casual Pavilion Hire

Alfred Crescent, Alphington, Burnley, Coulson, Fairfield, Gillon, Graham, Johnson, Ramsden, Ryans Reserve

Commercial fee	Per Hour	Y	$115.50	$117.00	1.30%	$1.50	N
Concession 1*	Per Hour	Y	$34.20	$34.70	1.46%	$0.50	N
Concession 2*	Per Hour	Y	$27.40	$27.80	1.46%	$0.40	N
Concession 3*	Per Hour	Y	$20.90	$21.20	1.44%	$0.30	N

*Concession 1 = Non Yarra Based – Not For Profit Community Organisations & Yarra Based Private Schools
Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs
Concession 3 = Yarra based State and Catholic primary schools

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Casual Hire – Tennis, Netball, Basketball Court							
Commercial^	Per Hour	Y	$30.65	$31.10	1.47%	$0.45	N
Concession 1*^	Per Hour	Y	$15.30	$15.55	1.63%	$0.25	N
Concession 2*^	Per Hour	Y	$6.15	$6.25	1.63%	$0.10	N
Concession 3*^	Per Hour	Y				No Charge	N
*Concession 1 = Non Yarra Based – Not For Profit Community Organisations & Yarra Based Private Schools Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs Concession 3 = Yarra based State and Catholic primary schools **^Tennis court hire is for half hour blocks**							
Pavilions							
Seasonal Fee Per Team							
Category A							
Graham, Johnson, Coulson, Ramsden, Fairfield, Burnley, Alfred Cres, Fitzroy Grandstand, Gillon							
Senior Team	Per Team	Y	$455.45	$462.50	1.55%	$7.05	N
Junior Team	Per Team	Y	$336.75	$342.00	1.56%	$5.25	N
Category B							
Yambla, Citizens, Bain and Alphington, George Knott							
Senior Team	Per Team	Y	$228.75	$232.00	1.42%	$3.25	N
Junior Team	Per Team	Y	$169.00	$171.50	1.48%	$2.50	N
Sportsgrounds							
Seasonal Fee Per Team							
Turf Cricket							
Loughnan, Citizens (Summer Turf Wicket)							
Senior Team	Per Team	Y	$3,463.60	$3,515.00	1.48%	$51.40	N
Cricket Synthetic							
Senior Team	Per Team	Y	$1,389.75	$1,410.00	1.46%	$20.25	N
Junior Team	Per Team	Y	$369.90	$375.50	1.51%	$5.60	N
Football							
Senior Team	Per Team	Y	$1,171.60	$1,190.00	1.57%	$18.40	N
Junior Team	Per Team	Y	$637.15	$647.00	1.55%	$9.85	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Soccer							
Senior Professional Team SeniorNPL/ FV Senior State League 1 (fenced facility)	Per Team	Y	$4,586.05	$4,655.00	1.50%	$68.95	N
Senior Team FV NPL & State 1 Reserves, State League 2, and below/ VicSoccer	Per Team	Y	$818.90	$831.00	1.48%	$12.10	N
Junior Team	Per Team	Y	$318.55	$323.50	1.55%	$4.95	N
Registered Yarra Sports Clubs out of season hire							
Pre & Post Season Training	Per Hour	Y	$25.50	$25.90	1.57%	$0.40	N
Practice Game		Y	$92.00	$93.40	1.52%	$1.40	N
Single use of Bastow 1 charging fee for entry	Per Hour	Y	$115.80	$117.50	1.47%	$1.70	N
Permit to hire Park for Commercial Fitness Trainers							
Annual Licence Fee	Per Year	N	$316.40	$316.40	0.00%	$0.00	N
Construction Management Support Unit							
Counter Fast Track Assessment Fee	Per Assessment	N	$130.00	$132.00	1.54%	$2.00	N
Permit Inspections							
Private single dwelling and local shop traders	Per Inspection	Y	$154.60	$157.00	1.55%	$2.40	N
Commercial – includes house modules	Per Inspection	Y	$275.30	$279.50	1.53%	$4.20	N
Out of Hours	Per Inspection	Y	$469.55	$476.50	1.48%	$6.95	N
Out of Hours Permit	Per Permit	Y	$200.00	$203.00	1.50%	$3.00	N
Asset Protection Permit							
Permit – Works up to $10k*	Per Permit	Y				No Charge	N
Permit – Works between $10,001 and $500K Application Fee*	Per Permit	Y	$251.95	$255.50	1.41%	$3.55	N
Permit – Works more than $501K Application Fee*	Per Permit	Y	$758.15	$770.00	1.56%	$11.85	N
*Additional drainage inspection charges may apply							
Vehicle Crossing Permit							
Permit – Private Single Dwelling Vehicle Crossing	Per Permit	N	$469.55	$476.50	1.48%	$6.95	N
Permit – Commercial/Industrial Vehicle Crossing	Per Permit	N	$693.70	$704.00	1.48%	$10.30	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Vehicle Crossing Permit [continued]							
Profile Design Service	Per Permit	Y	$367.75	$373.50	1.56%	$5.75	N
Road / Footpath Occupation Permit							
Permit – work area / public protection occupation	Per Permit	N	$84.85	$86.10	1.47%	$1.25	N
Occupancy Fee – Private single dwelling and local shop trader	Per Square Metre Per Week	Y	$5.10	$5.20	1.96%	$0.10	N
Occupancy Fee – Commercial License/ Occupancy	Per Square Metre Per Week	Y	$9.35	$9.50	1.60%	$0.15	N
Permit – Plant and Equipment – Private single dwelling and local shop traders.	Per Day	N	$162.60	$165.00	1.48%	$2.40	N
Permit – Plant and Equipment – Commercial – No road closure	Per Day	Y	$275.30	$279.50	1.53%	$4.20	N
Plant and Equipment Permit – Commercial – Local road – Full road closure	Per Day	Y	$418.20	$424.50	1.51%	$6.30	N
Skip Bin Permit							
Skip Bin Permit – Skip placement – unmetered	Per Day	N	$24.05	$24.40	1.46%	$0.35	N
Skip Bin Permit – Skip placement – metered	Per Day	N	$65.20	$66.20	1.53%	$1.00	N
Skin Bin Permit – Container placement	Per Day	N	$139.75	$142.00	1.61%	$2.25	N
Filming & Commercial Still Photography Permit							
Application fee – Commercial Profit Making (non refundable)	Per Permit	Y	$104.55	$106.00	1.39%	$1.45	N
Commercial Profit Making – Film/Ad Producers – Major impact: Permit	Per Permit	Y	$1,275.75	$1,295.00	1.51%	$19.25	N
Filming (incl ads/still photography) inspection (Mon to Fri)	Per Inspection	Y	$122.55	$124.50	1.59%	$1.95	N
Filming inspection (incl ads/still photography) – Out of hours	Per Inspection	Y	$469.95	$477.00	1.50%	$7.05	N
Permit – Commercial Profit Making – Minor impact/small budget productions (incl films & ads)	Per Permit	Y	$427.10	$433.50	1.50%	$6.40	N
Permit – Student Filming (incl still photography)	Per Permit	N				No Charge	N
Permit – Non Profit Making Filming (incl still photography)	Per Permit	N				No Charge	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Road / Footpath Openings							
Consent (RMA 2004)							
Consent fee*	Per Consent	N	$88.90	$88.90	0.00%	$0.00	Y
Minimum charge *Areas greater than 40m2 or greater than 30 lineal metres Council may consider a reduced charge							
Inspection	Per Inspection	Y	$154.60	$157.00	1.55%	$2.40	N
Inspection – Out of hours	Per Inspection	Y	$469.55	$476.50	1.48%	$6.95	N
Minimum charge							
Drainage Cleaning and Inspection							
Admin Fee – Organising CCTV inspection or drain cleaning for one occurrence	Per Inspection	Y	$154.60	$157.00	1.55%	$2.40	N
CCTV inspection (Traffic management not included)	Per Hour	Y	$225.89	$229.50	1.60%	$3.61	N
Minimum charge $800							
Drain/Pit Cleaning – Jet/Educator Cleaning (Traffic management and tipping fees not included)	Per Hour	Y	$239.07	$242.50	1.43%	$3.43	N
Minimum charge $800							
Road Reinstatement							
In accordance with the Road Management Act 2004							
Road – deep lift asphalt/concrete/bluestone	Per Square Metre	N	$320.70	$325.50	1.50%	$4.80	N
Minimum charge $800							
Road – asphalt/concrete <100mm	Per Square Metre	N	$213.80	$217.00	1.50%	$3.20	N
Minimum charge $500							
Footpath – residential – asphalt (as per YSD33 RAF) – less than 60mm	Per Square Metre	N	$192.45	$195.50	1.58%	$3.05	N
Minimum charge $500							
Footpath – industrial – asphalt / concrete (as per YSD33 IAF & CF) greater than 60mm & less than equal to 100mm	Per Square Metre	N	$267.30	$271.50	1.57%	$4.20	N
Minimum charge $800							
Footpath – industrial – concrete with asphalt surface (as per YSD33 ICAF) <=170mm	Per Square Metre	N	$299.35	$304.00	1.55%	$4.65	N
Minimum charge $800							
Traffic Management	Per Square Metre	N	$534.55	$543.00	1.58%	$8.45	N
Parking sensor removal/reinstatement	Per Sensor	Y	$105.00	$106.50	1.43%	$1.50	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Road Reinstatement [continued]							
Urgent removal/reinstatement	Per Sensor	Y	$148.50	$150.50	1.35%	$2.00	N
Child Care							
Late Fee – Childrens Services							
Late Fee for Vac Care, ASC, LDC, Kinder	Initial 10mins	N	$26.80	$27.20	1.49%	$0.40	N
Late Fee for Vac Care, ASC, LDC, Kinder	Per Minute	N	$1.33	$1.35	1.50%	$0.02	N
Outside School Hours Care							
After School Care Fee – Regular – July – December	Per 3 hour session	N	$18.85	$19.15	1.59%	$0.30	N
After School Care Fee – Regular	Per 3 hour session	N	$19.30	$19.60	1.55%	$0.30	N
After School Care Fee – Casual July – December	Per 3 hour session	N	$21.45	$21.75	1.40%	$0.30	N
After School Care Fee – Casual	Per 3 hour session	N	$22.00	$22.35	1.59%	$0.35	N
After School Care Fee – Curriculum Day July – December	Per 10 hr session	N	$50.55	$51.30	1.48%	$0.75	N
After School Care Fee – Curriculum Day	Per 10 hr session	N	$51.60	$52.40	1.55%	$0.80	N
After School Care Fee – Curriculum Half Day July – December	Per 5 hr session	N	$29.00	$29.45	1.55%	$0.45	N
After School Care Fee – Curriculum Half Day	Per 5 hr session	N	$32.00	$32.50	1.56%	$0.50	N
After School Care Fee – End of Term July – December	Per 4 hr session	N	$24.75	$25.10	1.41%	$0.35	N
After School Care Fee – End of Term	Per 4 hr session	N	$25.75	$26.15	1.55%	$0.40	N
After School Care Fee – End of Year July – December	Per 4.5 hr session	N	$28.00	$28.40	1.43%	$0.40	N
After School Care Fee – End of Year	Per 4.5 hr session	N	$28.95	$29.40	1.55%	$0.45	N
Vacation Care Fee – All Day July – December	Per 10 hr session	N	$56.05	$56.90	1.52%	$0.85	N
Vacation Care Fee – All Day	Per 10 hr session	N	$59.00	$59.90	1.53%	$0.90	N
Vacation Care Fee – Late booking	Per day	N				$10 per day Min. Fee excl. GST: $10.00	N
Vacation Care Excursion Fee – All Day July – December	Per 10 hr session	N	$69.20	$70.20	1.45%	$1.00	N
Vacation Care Excursion Fee – All Day	Per 10 hr session	N	$73.50	$74.60	1.50%	$1.10	N
Vacation Care Excursion Fee – Late Booking	Per day booking	N				$10 per day Min. Fee excl. GST: $10.00	N

Attachment 1 - Draft Annual Budget 2021-2022

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Long Day Care							
Daily Fee July – December	Per 10.5 hr session	N	$122.10	$124.00	1.56%	$1.90	N
Daily Fee	Per 10.5 hr session	N	$124.60	$126.50	1.52%	$1.90	N
Casual Care – Full Day Fee July – December	Per 10.5 hr session	N	$122.10	$124.00	1.56%	$1.90	N
Casual Care – Full Day Fee	Per 10.5 hr session	N	$124.60	$126.50	1.52%	$1.90	N
Casual Care – 5 Hour Fee July – December	Per 5 hr session	N	$58.15	$59.00	1.46%	$0.85	N
Casual Care – 5 Hour Fee	Per 5 hr session	N	$59.35	$60.20	1.43%	$0.85	N
Casual Care – 2.5 Hour Fee	Per 2.5 hr session	N	$29.10	$29.55	1.55%	$0.45	N
Sold Half Day Absent Booking Fee – July – December	Per 5.5 hr session	N	$63.95	$64.90	1.49%	$0.95	N
Sold Half Day Absent Booking Fee	Per 5.5 hr session	N	$65.25	$66.20	1.46%	$0.95	N
Pre School 3 Year Olds							
Term Fee – July to December	Per Term	N	$422.00	$428.50	1.54%	$6.50	N
Term Fee – January to June	Per Term	N	$430.45	$437.00	1.52%	$6.55	N
Term Fee Concession – July to December	Per Term	N	$197.20	$200.00	1.42%	$2.80	N
Term Fee Concession – January to June	Per Term	N	$201.15	$204.00	1.42%	$2.85	N
3 Yr Kinder Holiday Program Fee	Per 10.5 hr session	N	$124.60	$126.50	1.52%	$1.90	N
Kindergarten 4 Yr Old							
July to December	Per Term	N	$399.85	$406.00	1.54%	$6.15	N
January to June	Per Term	N	$407.85	$414.00	1.51%	$6.15	N
Term Fee Concession	Per Term	N	$0.00	$0.00	∞	∞	N
3 Yr Kinder Holiday Program Fee	Per 10.5 hr session	N	$124.60	$126.50	1.52%	$1.90	N
Occasional Child Care							
Occ Care 4 Hr Session	Per 4hr Session	N	$30.00	$30.40	1.33%	$0.40	N
Occ Care 4 Hr Session Concession	Per 4hr Session	N	$10.70	$10.85	1.40%	$0.15	N
Occ Care 3 Hr Session	Per 3hr Session	N	$22.50	$22.85	1.56%	$0.35	N
Occ Care 3 Hr Session Concession	Per 3hr Session	N	$9.00	$9.15	1.67%	$0.15	N
Occ Care 2 Hr Session	Per 2hr Session	N	$15.00	$15.25	1.67%	$0.25	N
AMEP Casual Care 7 Hours	Per 7hr	N	$81.40	$82.60	1.47%	$1.20	N
Occ Care 2 Hr Session Concession	Per 2hr Session	N	$5.40	$5.50	1.85%	$0.10	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Youth Services							
Teenage Holiday Programs	Per Day	Y	$20.90	$21.20	1.44%	$0.30	N
Teenage Holiday Programs – Concession	Per Day	Y	$3.80	$3.85	1.32%	$0.05	N
Hire of Meeting Rooms – Connie Benn Centre							
Community Meeting Room							
Concessional Rate Half Day	Per Half Day	Y	$32.90	$33.40	1.52%	$0.50	N
Concessional Rate Full Day	Per Day	Y	$54.80	$55.60	1.46%	$0.80	N
Commercial Rate Half Day	Per Half Day	Y	$109.55	$111.00	1.32%	$1.45	N
Commercial Rate Full Day	Per Day	Y	$197.25	$200.00	1.39%	$2.75	N
Community Kitchen							
Concessional Rate Half Day	Per Half Day	Y	$43.85	$44.50	1.48%	$0.65	N
Concessional Rate Full Day	Per Day	Y	$76.75	$77.90	1.50%	$1.15	N
Commercial Rate Half Day	Per Half Day	Y	$109.55	$111.00	1.32%	$1.45	N
Commercial Rate Full Day	Per Day	Y	$197.25	$200.00	1.39%	$2.75	N
Training Room							
Concessional Rate Half Day	Per Half Day	Y	$54.80	$55.60	1.46%	$0.80	N
Concessional Rate Full Day	Per Day	Y	$109.55	$111.00	1.32%	$1.45	N
Commercial Rate Half Day	Per Half Day	Y	$109.55	$111.00	1.32%	$1.45	N
Commercial Rate Full Day	Per Day	Y	$197.25	$200.00	1.39%	$2.75	N
Consultation Room							
Concessional Rate per hour	Per Hour	Y	$32.90	$33.40	1.52%	$0.50	N
Concessional Rate Full Day	Per Day	Y	$87.70	$89.00	1.48%	$1.30	N
Commercial Rate per hour	Per Hour	Y	$43.85	$44.50	1.48%	$0.65	N
Commercial Rate Full Day	Per Day	Y	$164.40	$167.00	1.58%	$2.60	N
Playgroup Room 2							
Concessional Rate per 2 hour session	Per 2hr Session	Y	$43.85	$44.50	1.48%	$0.65	N
Commercial Rate per hour	Per Hour	Y	$32.90	$33.40	1.52%	$0.50	N
Commercial Rate Full Day	Per Day	Y	$164.40	$167.00	1.58%	$2.60	N
Front Room							
Concessional Rate Half Day	Per Half Day	Y	$21.90	$22.25	1.60%	$0.35	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Front Room [continued]							
Concessional Rate Full Day	Per Day	Y	$40.80	$41.40	1.47%	$0.60	N
Commercial Rate Half Day	Per Half Day	Y	$65.75	$66.70	1.44%	$0.95	N
Commercial Rate Full Day	Per Day	Y	$109.55	$111.00	1.32%	$1.45	N
Foyer Room							
Concessional Rate Half Day	Per Half Day	Y	$65.75	$66.70	1.44%	$0.95	N
Concessional Rate Full Day	Per Day	Y	$109.55	$111.00	1.32%	$1.45	N
Commercial Rate Half Day*	Per Half Day	Y	$87.70	$89.00	1.48%	$1.30	N
Commercial Rate Full Day	Per Day	Y	$164.40	$167.00	1.58%	$2.60	N
Groups auspiced by Council business units		N				No Charge	N
* Evening and weekend hire only							
Hire of Community Facility – The Stables							
Top Floor							
After hours call out fee	per hour	Y	$82.01	$83.24	1.50%	$1.23	N
Commercial Rate hourly	per hour	Y	$62.00	$62.00	0.00%	$0.00	N
Community hall public liability insurance	per event	Y	$33.00	$33.50	1.52%	$0.50	N
Concession Rate hourly	per hour	Y	$21.00	$21.30	1.43%	$0.30	N
Groups out spaced by Council business units	per event	N	$0.00	$0.00	∞	∞	N
Late booking fee	per event	Y	$48.00	$48.72	1.50%	$0.72	N
Security deposit (bond)	per event	N	$100.00	$100.00	0.00%	$0.00	N
* Minimum $100							
Maternal & Child Health							
Vaccine							
Bexsero	per vaccine	N	$115.00	$117.00	1.74%	$2.00	N
Boostrix	per vaccine	N	$47.00	$48.00	2.13%	$1.00	N
Engerix B Adult	per vaccine	N	$25.00	$25.50	2.00%	$0.50	N
Havrix Adult	per vaccine	N	$65.00	$66.00	1.54%	$1.00	N
Havrix Junior	per vaccine	N	$48.00	$49.00	2.08%	$1.00	N
Influenza vaccine		N	$18.00	$18.30	1.67%	$0.30	N
Nimenrix	per vaccine	N	$78.00	$79.50	1.92%	$1.50	N
Varilrix	per vaccine	N	$70.00	$71.00	1.43%	$1.00	N
Immunisation – vaccinations	Per vaccine	N			Fee varies with Vaccine		N
Immunisation – alternative vaccinations	Per vaccine	N			Fee varies with Vaccine		N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Vaccine – No Charge							
Infant screening program 0 to 4 years	Per appointment (time varies)	N				No Charge	N
New/Existing Mothers Screening program (Infants 0 to 4 years)	Per appointment (time varies)	N				No Charge	N
General parenting advice & support	Per appointment (time varies)	N				No Charge	N
Assessment & referral service	Per appointment (time varies)	N				No Charge	N
Outreach for geographically isolated young mothers	Per appointment (time varies)	N				No Charge	N
Outreach for young mothers of Koori/different ethnic backgrounds	Per appointment (time varies)	N				No Charge	N
Planning & Subdivision							
Amendments to Planning Scheme							
Request to amend planning scheme	Per application	N	$3,050.90	$3,050.90	0.00%	$0.00	Y
a) Considering a request to amend a planning scheme; and b) Taking action required by Division 1 of Part 3 of the Act; and c) Considering any submissions which do not seek a change to the amendment; and d) If applicable, abandoning the amendment							
Consideration of submissions to Amendment and reference to panel							
a) up to and including 10 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	Per application	N	$15,121.00	$15,121.00	0.00%	$0.00	Y
b) 11 to (and including) 20 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	Per application	N	$30,121.40	$30,121.40	0.00%	$0.00	Y
c) Submissions that exceed 20 submissions which seek a change to an amendment, and where necessary referring the submissions to a panel	Per application	N	$40,386.90	$40,386.90	0.00%	$0.00	Y
Other							
Adoption of an Amendment	Per application	N	$481.30	$481.30	0.00%	$0.00	Y
Approval of an Amendment	Per application	N	$481.30	$481.30	0.00%	$0.00	Y
Amendments under 20A	Per application	N	$962.70	$962.70	0.00%	$0.00	Y
Amendments under 20(4)	Per application	N	$3,998.70	$3,998.70	0.00%	$0.00	Y
Under section 96A(4)(a) of the Act: The sum of the highest of the fees which would have applied if separate applications were made and 50% of each of the other fees which would have applied if separate applications							

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Other [continued]							
For an agreement to a proposal to amend or end an agreement under section 173 of the Act	Per application	N	$620.30	$659.00	6.24%	$38.70	Y
For the first 12 months from commencement of the regulations (13 October 2016), the fees for planning scheme amendments will be charged at 50% of the fees set out in regulations							
Applications for permits Reg 9 Type of Permit Application							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Reg 9 Single Dwellings							
To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:							
Class 2 < $10,000	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Class 3 > $10,001 – $100,000	Per application	N	$629.40	$629.40	0.00%	$0.00	Y
Class 4 > $100,001 – $500,00	Per application	N	$1,288.50	$1,288.50	0.00%	$0.00	Y
Class 5 > $500,001 – $1,000,000	Per application	N	$1,392.10	$1,392.10	0.00%	$0.00	Y
Class 6 > $1,000,001 – $2,000,000	Per application	N	$1,495.80	$1,495.80	0.00%	$0.00	Y
Reg 9 VICSMART Applications							
Class 7 < $10,000	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Class 8 > $10,000	Per application	N	$429.50	$429.50	0.00%	$0.00	Y
Class 9 VICSMART application to subdivide or consolidate land	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Reg 9 Other Development							
Class 11 < $100,000	Per application	N	$1,147.80	$1,147.80	0.00%	$0.00	Y
Class 12 > $100,001 – $1,000,000	Per application	N	$1,547.70	$1,547.70	0.00%	$0.00	Y
Class 13 > $1,000,001 – $5,000,000	Per application	N	$3,413.70	$3,413.70	0.00%	$0.00	Y
Class 14 > $5,000,001 – $15,000,000	Per application	N	$8,700.90	$8,700.90	0.00%	$0.00	Y
Class 15 > $15,000,001 – $50,000,000	Per application	N	$25,658.30	$25,658.30	0.00%	$0.00	Y
Class 16 > $50,000,001	Per application	N	$57,670.10	$57,670.10	0.00%	$0.00	Y

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Reg 9 Subdivision							
Class 17 Subdivide an existing building	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Class 18 Subdivide land into 2 lots	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Class 20 Subdivide land (per 100 lots created)	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Class 21	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
To: a) Create, vary a restriction within the meaning or the Subdivision Act 1988, or b) Create or remove a right of way; or c) Create, vary or remove an easement other than a right of way; or d) Vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant							
Class 22 A permit not otherwise provided for in the regulation	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Certification							
Reg 6 Certification of a plan of subdivision	Per application	N	$174.80	$174.80	0.00%	$0.00	Y
Reg 7 Alteration of a plan under section 10 (2) of the Act	Per application	N	$111.10	$111.10	0.00%	$0.00	Y
Any instance where Council requires a change to the plan to make it suitable for certification whether it be conditioned on the permit or prior							
Revised Plans Amend an application for a permit after notice has been given – Reg 12							
Reg 12	Per application	N	40% of application fee for that class of application				Y
a) Under section 57A(3)(a) of the Act the fee to amend an application for a permit after notice is given is 40% of the application fee for that class of permit set out in the Table at regulation 9 c) If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended class of permit							
Other Applicable Statutory Fees							
Reg 15 Application for Certificate of Compliance	Per application	N	$325.80	$325.80	0.00%	$0.00	Y
Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council	Per application	N	$325.80	$325.80	0.00%	$0.00	Y
Including lodging plans to comply if the first submission to Council was unsatisfactory							

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Planning schedule of permit application revision fees under section 57a – Reg 12 Type of Permit Application							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Reg 12 Single Dwellings							
To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:							
Class 2 – Less than $10,000	Per application	N	$80.00	$80.00	0.00%	$0.00	Y
Class 3 – More than $10,000 and not more than $100,000	Per application	N	$251.80	$251.80	0.00%	$0.00	Y
Class 4 – More than $100,000 and not more than $500,000	Per application	N	$515.40	$515.40	0.00%	$0.00	Y
Class 5 – More than $500,000 and not more than $1,000,000	Per application	N	$556.80	$556.80	0.00%	$0.00	Y
Class 6 – More than $1,000,000 and not more than $2,000,000	Per application	N	$598.30	$598.30	0.00%	$0.00	Y
Reg 12 Other Development							
To develop land (incl single dwelling per lot) if the estimated cost of development is:							
Class 11 – Less than $100,000	Per application	N	$459.10	$459.10	0.00%	$0.00	Y
Class 12 – More than $100,000 and not more than $1,000,000	Per application	N	$619.10	$619.10	0.00%	$0.00	Y
Class 13 – More than $1,000,000 and not more than $5,000,000	Per application	N	$1,365.50	$1,365.50	0.00%	$0.00	Y
Class 14 – More than $5,000,000 and not more than $15,000,000	Per application	N	$3,480.40	$3,480.40	0.00%	$0.00	Y
Class 15 – More than $15,000,000 and not more than $50,000,000	Per application	N	$10,263.30	$10,263.30	0.00%	$0.00	Y
Class 16 – More than $50,000,000	Per application	N	$23,068.00	$23,068.00	0.00%	$0.00	Y
Reg 12 Subdivision							
Class 17 To subdivide an existing building (other than a class 9 permit)	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 18 To subdivide land into two lots (other than a class 9 or class 17 permit)	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 20 To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Per application	N		$514.40 per 100 lots created Min. Fee excl. GST: $514.40			Y
Class 21	Per application	N	$527.20	$527.20	0.00%	$0.00	Y

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory

Reg 12 Subdivision [continued]

Class 21	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.							
Class 22 A permit not otherwise provided for in the regulation	Per application	N	$527.20	$527.20	0.00%	$0.00	Y

Reg 11 Permit Amendment Fees

Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or to change any or all of the conditions	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y

Reg 11 Single Dwellings

To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:

Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit – Less than $10,000	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $10,000 and not more than $100,000	Per application	N	$629.40	$629.40	0.00%	$0.00	Y
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $100,000 and not more than $500,000	Per application	N	$1,288.50	$1,288.50	0.00%	$0.00	Y
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $500,000	Per application	N	$1,392.10	$1,392.10	0.00%	$0.00	Y

Reg 11 VICSMART Applications which meet the VicSmart criteria

Class 7 Amendment to a Class 7 permit	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
If the estimated cost of any additional development is less than $10,000							
Class 8 Amendment to a Class 8 permit	Per application	N	$429.50	$429.50	0.00%	$0.00	Y
If the estimated cost of any additional development is more than $10,000							

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Reg 11 VICSMART Applications which meet the VicSmart criteria [continued]							
Class 9 Amendment to a Class 9 permit – Subdivide or consolidate land	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Class 10 Amendment to a Class 10 permit (other than a class 7, class 8 or class 9 permit)	Per application	N	$199.90	$199.90	0.00%	$0.00	Y
Reg 11 Other Development							
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – Less than $100,000	Per application	N	$1,147.80	$1,147.80	0.00%	$0.00	Y
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $100,000 and not more than $1,000,000	Per application	N	$1,547.70	$1,547.70	0.00%	$0.00	Y
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $1,000,000	Per application	N	$3,413.70	$3,413.70	0.00%	$0.00	Y
Reg 11 Subdivision							
Class 14 – Class 19 Amendments	Per application	N	$1,318.10	$1,318.10	0.00%	$0.00	Y
Reg 8 Recertification							
Reg 8 Recertification of a plan of subdivision	Per application	N	$140.70	$140.70	0.00%	$0.00	Y
Reg 12 Revised Plans Amend an application for an amendment to a permit after notice has been given							
Fee to amend an application for a permit after notice is given	Per application	N	40% of application fee for that class of application				Y
If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended d class of permit							
Other Applicable Statutory Fees							
Reg 16 For an agreement to a proposal to amend or end an agreement under S173 of the Act	Per application	N	$659.00	$659.00	0.00%	$0.00	Y
Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council Including lodging plans to comply if the first submission to Council was unsatisfactory	Per application	N	$325.80	$325.80	0.00%	$0.00	Y

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment							
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or To change any or all of the conditions	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Reg 12 Single Dwellings							
To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:							
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit – Less than $10,000	Per application	N	$80.00	$80.00	0.00%	$0.00	Y
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $10,000 and not more than $100,000	Per application	N	$251.80	$251.80	0.00%	$0.00	Y
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $100,000 and not more than $500,000	Per application	N	$515.40	$515.40	0.00%	$0.00	Y
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $500,000	Per application	N	$556.80	$556.80	0.00%	$0.00	Y
Reg 12 Other Development							
Class 10 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – Less than $100,000	Per application	N	$459.10	$459.10	0.00%	$0.00	Y
Class 11 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $100,000 and not more than $1,000,000	Per application	N	$619.10	$619.10	0.00%	$0.00	Y
Class 12 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $1,000,000	Per application	N	$1,365.50	$1,365.50	0.00%	$0.00	Y
Reg 12 Subdivision							
Class 14 Amendment to a Class 17 permit – To subdivide an existing building (other than a class 9 permit)	Per application	N	$527.20	$527.20	0.00%	$0.00	Y

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Reg 12 Subdivision [continued]							
Class 15 Amendment to a Class 18 permit – To subdivide land into two lots (other than a class 9 or class 17 permit)	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 16 Amendment to a Class 19 permit – To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 17 Amendment to a Class 20 permit – To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Per application	N		$527.20 per 100 lots created Min. Fee excl. GST: $527.20			Y
Class 18 Amendment to a Class 21 permit – To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Class 19 Amendment to a Class 22 permit – A permit not otherwise provided for in the regulation	Per application	N	$527.20	$527.20	0.00%	$0.00	Y
Other Fees							
Application for certificate of compliance	Per request	N	$325.80	$325.80	0.00%	$0.00	Y
Application for a planning certificate	Per request	N		$20.90 (hard copy) or $7.00 (Electronic) Min. Fee excl. GST: $7.00			Y
Determination whether anything is to Council's satisfaction	Per request	N	$325.80	$325.80	0.00%	$0.00	Y
Request to extend expiry date of a permit							
Vicsmart	Per request	Y	$100.00	$101.50	1.50%	$1.50	N
Single Dwelling	Per request	Y	$480.00	$487.00	1.46%	$7.00	N
2 to 0 Dwellings	Per request	Y	$750.00	$761.00	1.47%	$11.00	N
10 or more Dwellings	Per request	Y	$1,000.00	$1,015.00	1.50%	$15.00	N
Subdivision	Per request	Y	$480.00	$487.00	1.46%	$7.00	N
Use only	Per request	Y	$480.00	$487.00	1.46%	$7.00	N
Other Development less than 5M	Per request	Y	$1,250.00	$1,270.00	1.60%	$20.00	N
Other Development more than 5M	Per request	Y	$2,000.00	$2,030.00	1.50%	$30.00	N
Request to amend a permit/plans Secondary Consent (other than under s72)							
De-scaling a project	Per request	Y	$550.00	$558.00	1.45%	$8.00	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
If the estimated cost of any additional development to be permitted by the amendment is							
Single Dwelling							
Class 2 < $10,000	Per request	Y	$199.90	$203.00	1.55%	$3.10	N
Class 3 > $10,001 – $100,000	Per request	Y	$629.40	$639.00	1.53%	$9.60	N
Class 4 > $100,001 – $500,00	Per request	Y	$1,288.50	$1,310.00	1.67%	$21.50	N
Class 5 > $500,001 – $1,000,000	Per request	Y	$1,392.10	$1,415.00	1.64%	$22.90	N
Class 6 > $1,000,001 – $2,000,000	Per request	Y	$1,495.10	$1,520.00	1.67%	$24.90	N
VicSmart							
Class 7 < $10,000	Per request	Y	$199.90	$203.00	1.55%	$3.10	N
Class 8 > $10,000	Per request	Y	$429.50	$436.00	1.51%	$6.50	N
Class 9 VICSMART application to subdivide or consolidate land	Per request	Y	$199.90	$203.00	1.55%	$3.10	N
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Per request	Y	$199.90	$203.00	1.55%	$3.10	N
Other Development							
$100,000 or less	Per request	Y	$1,147.80	$1,165.00	1.50%	$17.20	N
More than $100,001 and not more than $1,000,000	Per request	Y	$1,547.60	$1,570.00	1.45%	$22.40	N
$1,000,001 and above	Per request	Y	$3,413.70	$3,465.00	1.50%	$51.30	N
Subdivision	Per request	Y	$1,318.10	$1,340.00	1.66%	$21.90	N
Property enquiry	Per request	Y	$300.00	$304.50	1.50%	$4.50	N
Advertising Letters and Notices (5 or more notices)	Per requirement	Y	$6.15	$6.25	1.63%	$0.10	N
On site notices	Per requirement	Y	$72.00	$73.10	1.53%	$1.10	N
Notice in a Newspaper	Per requirement	Y	$1,241.80	$1,260.00	1.47%	$18.20	N
Plans to comply with Condition 1 of the permit – Second and subsequent assessments	Per request	Y	$325.80	$330.50	1.44%	$4.70	N
Public Photocopier (per copy)	On demand	N				Standard Fee	N
Plan photocopying (larger than A3)	On demand	Y				Standard Fee	N
Planning Scheme Amendment							
Advertising Letters and Notices	On demand	Y	$5.60	$5.70	1.79%	$0.10	N
Archive Request							
Residential	Per request	Y	$0.00	$152.00	∞	∞	N
Commercial	Per request	Y	$0.00	$406.00	∞	∞	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Building Control/Regulation							
Lodgement Fees (building work permit)							
Value $5,000 and greater (Statutory fee)	Per application	N	$0.00	$121.90	∞	∞	Y
Building permit levy for a Building greater than $10,000 (Statutory fee) – Residential Only	Per application	N				Cost x 0.00128	Y
Certificate S327 (incl. Flood Certificate)	Per application	N	$47.20	$47.20	0.00%	$0.00	Y
Property information request (incl Solicitor 's request fee) (Statutory Fee) (incl inspections owner/builder projects)	Per application	N	$47.20	$47.20	0.00%	$0.00	Y
Urgent fee	Per certificate	N	$94.40	$94.40	0.00%	$0.00	N
Building Permit Fees							
Class 1 & 10							
Demolish – detached dwelling	Per application	Y	$731.85	$743.00	1.52%	$11.15	N
Demolish – attached dwelling	Per application	Y	$836.40	$849.00	1.51%	$12.60	N
Demolish – commercial building	Per application	Y	$900.00	$914.00	1.56%	$14.00	N
Min $500							
Swimming Pools	Per application	Y	$731.85	$743.00	1.52%	$11.15	N
Fences (Class 10 Structure)	Per application	Y	$522.75	$531.00	1.58%	$8.25	N
Carports, Garages, Shed etc. (Class 10 Structure)	Per application	Y	$731.85	$743.00	1.52%	$11.15	N
Alterations & Additions – Up to $10,000	Per application	Y	$731.85	$743.00	1.52%	$11.15	N
Alterations & Additions – $10,001-$20,000	Per application	Y	$940.95	$955.00	1.49%	$14.05	N
Alterations & Additions – $20,001-$100,000	Per application	Y	$1,254.60	$1,275.00	1.63%	$20.40	N
Alterations & Additions – $100,001-$300,000	Per application	Y	$1,568.25	$1,590.00	1.39%	$21.75	N
Alterations & Additions – $300,001-$400,000	Per application	Y	$2,091.00	$2,120.00	1.39%	$29.00	N
New dwellings: single	Per application	Y	$1,881.90	$1,910.00	1.49%	$28.10	N
New dwellings: 2 attached	Per application	Y	$2,091.00	$2,120.00	1.39%	$29.00	N
New Multiple Class 1 developments (Quotation)	Per application	Y	$1,800.00	$1,825.00	1.39%	$25.00	N
Class 2, 3, 4, 5, 6, 7, 8 and 9							
Miscellaneous commercial work e.g. remove hydrant hose	Per application	Y	$522.75	$531.00	1.58%	$8.25	N
Up to $30,000	Per application	Y	$836.40	$849.00	1.51%	$12.60	N
$30,001-$100,000	Per application	Y	$1,568.25	$1,590.00	1.39%	$21.75	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Class 2, 3, 4, 5, 6, 7, 8 and 9 [continued]							
$100,001-$300,000	Per application	Y	$2,091.00	$2,120.00	1.39%	$29.00	N
$300,001-$500,000	Per application	Y	$3,136.50	$3,185.00	1.55%	$48.50	N
Class 2 (Residential fit outs)	Per application	Y	$1,045.50	$1,060.00	1.39%	$14.50	N
Over $500,000 (quotation based on consulting building surveyors schedule)	Per application	Y				Quotation + 10%	N
Extension of permit/application 3/6/12 months	Per application	Y				$418/$522/$627 Min. Fee excl. GST: $418.00	N
VBA cladding rectification levy Classes 2 – 8 (works $800,000 to $1M) (Statutory fee)	Per application	N				$1.28/$1,000 cost in works ($0.00128 x cost of works)	Y
VBA cladding rectification levy Classes 2 – 8 (works $1M – $1.5M) (Statutory fee)	Per application	N				$2.56/$1,000 cost in works ($0.00256 x cost of works)	Y
VBA cladding rectification levy Classes 2 – 8 (over $1.5M) (Statutory fee)	Per application	N				$8.20/$1,000 cost in works ($0.00820 x cost of works)	Y
Miscellaneous							
Building Record search Class 1 & 10	Per application	N	$150.00	$152.00	1.33%	$2.00	N
Building Record search Class 2-9	Per application	N	$400.00	$406.00	1.50%	$6.00	N
Consent & Report applications (other than demolition)	Per application	N	$290.40	$290.40	0.00%	$0.00	Y
Consent & Report applications Reg 116	Per application	N	$294.70	$294.70	0.00%	$0.00	N
Report and consent advertising	Per application	Y	$101.20	$101.20	0.00%	$0.00	Y
Consulting charge out rate p/hr i.e. dilapidation surveys	Per application	Y	$213.00	$216.00	1.41%	$3.00	N
Variation to Building Permit (change of details)	Per application	Y	$313.65	$318.50	1.55%	$4.85	N
Variation to Building Permit (amended documentation)	Per application	Y	$522.00	$530.00	1.53%	$8.00	N
Minimum charge							
Additional Occupancy Permits	Per application	Y	$157.10	$159.50	1.53%	$2.40	N
Siting Approval Public Entertainment Fast – Track Assessment Fee (<10 business days notice)	Per application	Y	$500.00	$500.00	0.00%	$0.00	N
Siting Approval Public Entertainment – 1 Structure	Per application	Y	$418.20	$418.20	0.00%	$0.00	N
Siting Approval Public Entertainment – 2-5 Structures	Per application	Y	$1,000.00	$1,000.00	0.00%	$0.00	N
Siting Approval Public Entertainment – 6-9 Structures	Per application	Y	$1,500.00	$1,500.00	0.00%	$0.00	N
Siting Approval Public Entertainment – 10+ Structures	Per application	Y	$2,500.00	$2,500.00	0.00%	$0.00	N
Public Entertainment Permits Fast Track Fee Assessment Fee (<10 business days notice)	Per application	Y	$750.00	$750.00	0.00%	$0.00	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Miscellaneous [continued]							
Public Entertainment Permits (temporary) Site up to 1,000m2 (Max. 5 structures. Max 2hrs inspection time)	Per application	Y	$1,000.00	$1,000.00	0.00%	$0.00	N
Public Entertainment Permits (temporary) Site 1,001 m2 to 5,000m2 (Max. 5 structures. Max 2hrs inspection time)	Per application	Y	$1,500.00	$1,500.00	0.00%	$0.00	N
Public Entertainment Permits (temporary) Site 5,001 m2 to 15,000m2 (Max. 5 structures 2. Max 3hrs inspection time)	Per application	Y	$2,500.00	$2,500.00	0.00%	$0.00	N
Public Entertainment Permits (temporary) Site 15,001m2+ (Max.30 structures. Max. 4 hrs inspection time)	Per application	Y	$4,000.00	$4,000.00	0.00%	$0.00	N
Public Entertainment Permits (temporary) Site 25,001m2+ (Max.50 structures. Max. 6 hrs inspection time)	Per application	Y	$6,025.00	$6,025.00	0.00%	$0.00	N
Public Entertainment Permits (temporary) additional Inspection per hour	Per Hour	Y	$145.00	$145.00	0.00%	$0.00	N
Public Entertainment Permits (temporary) additional Inspection per hour (out of hours)	Per Hour	Y	$250.00	$250.00	0.00%	$0.00	N
Public Entertainment Permits – Charity or other Council specific endorsed Public Entertainment events	Per application	Y				No Charge	N
Liquor Licence Reports (site check and measure up to 500m2 of building)	Per application	Y	$1,259.60	$1,280.00	1.62%	$20.40	N
Change of Use/Combined Allotment Statements	Per application	Y				Quotation + 10%	N
A1 Copies – per copy	Per Copy	Y	$17.10	$17.35	1.46%	$0.25	N
A3 Copies – per copy	Per Copy	Y	$2.00	$2.05	2.50%	$0.05	N
A4 Copies – per copy	Per Copy	Y	$0.85	$0.85	0.00%	$0.00	N
Emergency work/cost recovery	Per submission	Y				Cost + 20%	N
Additional Consulting Services re Building Permits	Per application	Y				Quotation + 10%	N
Final Inspection – (Class 1 & 10) Lapsed Building Permit – No Works	Per application	Y	$407.65	$414.00	1.56%	$6.35	N
Final Inspection – (Class 2-9) Lapsed Building Permit – No Works	Per application	Y	$563.40	$572.00	1.53%	$8.60	N
Inspection – per inspection	Per Inspection	Y	$205.35	$208.50	1.53%	$3.15	N
Inspection – per inspection (out of hours)	Per Inspection (out of hrs)	Y	$423.95	$430.50	1.54%	$6.55	N
Computation checking	Per application	Y				Quotation + 10%	N
Certification fee	Per application	Y	$3,896.75	$3,955.00	1.49%	$58.25	N
Building Permit fee x 350% with a minimum charge of $3,896.75 – Refer C.O.W							
Adjoining Property Owners Details (search)	Per property	Y				$10.00/property	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Miscellaneous [continued]							
Adjoining Property Owners Details (search)	Per property	Y		$10.00/property Min. Fee excl. GST: $9.09			N
Alternative Solution/ Dispensation/ Change of Use determination	Per application and item	Y		$694.30 for first determination + $69.55 per additional item Min. Fee excl. GST: $631.18			N
Pool & Spa Register related fees							
Registration & Search Fee for each pool/spa built before 1 November 2020	Per registration	N	$79.00	$79.00	0.00%	$0.00	Y
Registration Fee for each pool/spa built after 1 November 2020	Per registration	N	$31.80	$31.80	0.00%	$0.00	Y
Lodgement of each certificate of pool and spa barrier compliance	Per lodgement	N	$20.40	$20.40	0.00%	$0.00	Y
Lodgement of each certificate of pool and spa barrier non-compliance	Per lodgement	N	$385.00	$385.00	0.00%	$0.00	Y
Hire of Town Halls							
Hourly hire – Full (min 3 hourly hire)	Per Hour	Y	$262.00	$266.00	1.53%	$4.00	N
Hourly hire – Not-for-Profit (min 3 hourly hire)	Per Hour	Y	$126.00	$128.00	1.59%	$2.00	N
Kitchen Use Only – per day	Per Day	Y	$278.00	$282.00	1.44%	$4.00	N
Balcony (per day)	Per Day	Y	$439.00	$445.00	1.37%	$6.00	N
Security Deposit (Bond)	Per Event	N	$1,000.00	$1,000.00	0.00%	$0.00	N
* Minimum value $1,000							
Town Hall Public Liability Insurance (per day)	Per Day	Y	$86.00	$87.00	1.16%	$1.00	N
Late Booking Fee	Per Event	Y	$48.00	$48.00	0.00%	$0.00	N
Late Booking Change Administration Fee	Per Change	Y	$21.00	$21.00	0.00%	$0.00	N
Sound Technician (per hour)	Per Hour	Y	$53.00	$53.00	0.00%	$0.00	N
Hire of Sound System – per day * requires sound technician	Per Day	Y	$210.00	$213.00	1.43%	$3.00	N
*requires sound technician							
Hire of Inbuilt Projector – per day	Per Day	Y	$158.00	$160.00	1.27%	$2.00	N
Hire of Portable Projector (per day)	Per Day	Y	$53.00	$54.00	1.89%	$1.00	N
Hire of Piano – per day	Per Day	Y	$158.00	$160.00	1.27%	$2.00	N
Site Induction (additional)	Per Occurrence	Y	$82.00	$83.00	1.22%	$1.00	N
After Hours Call-Out Fee per hour	Per Hour	Y	$82.00	$83.00	1.22%	$1.00	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Community Halls							
Small Community Spaces							
Library meeting rooms, Williams Reserve Community Room, Hugo Wertheim Room, Radio Room							
Hourly hire – Full	Per Hour	Y	$33.00	$34.00	3.03%	$1.00	N
Hourly hire – Not-for-Profit	Per Hour	Y	$6.00	$7.00	16.67%	$1.00	N
Groups auspice by Council business units		Y				No Charge	N
Security Deposit (Bond)	Per Event	N	$100.00	$100.00	0.00%	$0.00	N
^Minimum value $100							
Community Hall Public Liability Insurance (per day)	Per Day	Y	$33.00	$33.00	0.00%	$0.00	N
After Hours Call-Out Fee per hour	Per Hour	Y	$82.00	$83.00	1.22%	$1.00	N
Late Booking Fee	Per Event	Y	$48.00	$48.00	0.00%	$0.00	N
Late Booking Change Administration Fee	Per Change	Y	$22.00	$22.00	0.00%	$0.00	N
Medium Community Spaces							
Hourly hire – Full (min 3 hourly hire)	Per Hour	Y	$62.00	$63.00	1.61%	$1.00	N
Hourly hire – Not-for-Profit (min 3 hourly hire)	Per Hour	Y	$21.00	$22.00	4.76%	$1.00	N
Groups auspiced by Council business units		N				No Charge	N
Security Deposit (Bond)	Per Event	N	$100.00	$100.00	0.00%	$0.00	N
^ Minimum value $100							
Community Hall Public Liability Insurance – per day	Per Day	Y	$33.00	$33.00	0.00%	$0.00	N
After Hours Call-Out Fee per hour	Per Hour	Y	$82.00	$83.00	1.22%	$1.00	N
Late Booking Fee	Per Event	Y	$48.00	$48.00	0.00%	$0.00	N
Late Booking Change Administration Fee	Per Change	Y	$22.00	$22.00	0.00%	$0.00	N
* Loughnan Hall, Mark Street Hall, Richmond Senior Citizens Centre							
Large Community Spaces							
Hourly hire – Full (min 3 hourly hire)	Per Hour	Y	$70.00	$71.00	1.43%	$1.00	N
Hourly hire – Not-for-Profit (min 3 hourly hire)	Per Hour	Y	$25.00	$25.00	0.00%	$0.00	N
Groups auspiced by Council business units		Y				No Charge	N
Security Deposit (Bond)	Per Event	N	$100.00	$100.00	0.00%	$0.00	N
* ** Minimum value $100							
Community Hall Public Liability Insurance (per day)	Per Day	Y	$33.00	$33.00	0.00%	$0.00	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Large Community Spaces [continued]							
Sound Technician – per hour	Per Hour	Y	$53.00	$53.00	0.00%	$0.00	N
After Hours Call-Out Fee per hour	Per Hour	Y	$82.00	$83.00	1.22%	$1.00	N
Site Induction (additional)	Per Occurrence	Y	$85.00	$83.00	-2.35%	-$2.00	N
Late Booking Fee	Per Event	Y	$48.00	$48.00	0.00%	$0.00	N
Late Booking Change Administration Fee	Per Change	Y	$22.00	$22.00	0.00%	$0.00	N
* Collingwood Senior Citizens Centre, Edinburgh Gardens Community Room, Studio 1, Community Space at Bargoonga Nganjin							
Performance Spaces (Richmond Theatrette)							
Hourly Hire – Full rate		N	$71.00	$71.00	0.00%	$0.00	N
Hourly Rate – Non for profit		N	$25.00	$25.00	0.00%	$0.00	N
Day Rate – Full	Per Day	Y	$1,066.00	$1,080.00	1.31%	$14.00	N
Day Rate – Not-for-Profit	Per Day	Y	$587.00	$596.00	1.53%	$9.00	N
7 Day Rate – Full	Per Week	Y	$5,335.00	$5,415.00	1.50%	$80.00	N
7 Day Rate – Not-for-Profit	Per Week	Y	$2,666.00	$2,700.00	1.28%	$34.00	N
Security Deposit (Bond)	Per Event	N	$200.00	$200.00	0.00%	$0.00	N
* Minimum value $200							
Community Hall Public Liability Insurance – per day	Per Day	Y	$33.00	$33.00	0.00%	$0.00	N
Sound Technician – per hour	Per Hour	Y	$52.00	$53.00	1.92%	$1.00	N
Site Induction (additional)	Per Occurrence	Y	$85.00	$83.00	-2.35%	-$2.00	N
Late Booking Fee	Per Event	Y	$48.00	$48.00	0.00%	$0.00	N
Late Booking Change Administration Fee	Per Change	Y	$22.00	$22.00	0.00%	$0.00	N
Parks and Open Space							
Site Fees, Occupation Charges & Other Usage Charges							
Site fee for use of Parks, Reserve or Rotunda – Full	Per Day	Y	$165.25	$168.50	1.97%	$3.25	N
Site fee for use of Parks, Reserve or Rotunda – Not-for-Profit	Per day	N				No Charge	N
Occupation of public land (parks, roads, footpaths etc.) for events (commercial)	For every 5m2	Y	$3.80	$3.85	1.32%	$0.05	N
Power	Per Day	Y	$107.10	$109.00	1.77%	$1.90	N
Open Space PLI Insurance Community	Per Event	Y	$32.65	$33.00	1.07%	$0.35	N
Event Inspection Charge	Per Event	Y	$244.80	$249.00	1.72%	$4.20	N
Fairfield Amphitheatre							
Day Rate – Full	Per Day	Y	$374.35	$380.00	1.51%	$5.65	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Fairfield Amphitheatre [continued]							
Day Rate – Concession	Per Day	Y	$117.30	$119.00	1.45%	$1.70	N
Power	Per Day	Y	$107.10	$109.00	1.77%	$1.90	N
Kiosk	Per Day	Y	$95.90	$97.00	1.15%	$1.10	N
Change Rooms	Per Day	Y	$95.90	$97.00	1.15%	$1.10	N
Bond	Per Event	N				From $100 Min. Fee excl. GST: $100.00	N
Burnley Circus Site							
Day Rate – Full (Circus or private events – performance/event day)	Per Day	Y	$1,015.90	$1,030.00	1.39%	$14.10	N
Site fee Burnley Circus site (commercial use)	For every 5m2	Y	$3.75	$3.85	2.67%	$0.10	N
Day Rate – Full (Circus or private event – non performance/event day)	Per Day	Y	$160.15	$163.00	1.78%	$2.85	N
Day Rate – Not-for-Profit (Circus or private event)	Per Day	Y				No Charge	N
Power	Per Day	Y	$107.10	$109.00	1.77%	$1.90	N
Bond	Per Event	N				Up to $4,000	N
Permits							
Event Application Fee	Per Event	Y	$64.30	$66.00	2.64%	$1.70	N
Event Permit Application Fee for events of 500 or more persons or with significant structures or risks, as assessed by council officer, less than 12 weeks prior to event	Per Event	Y	$255.00	$259.00	1.57%	$4.00	N
Market Permit (One Off fee) – Full	Per Event	Y	$427.40	$434.00	1.54%	$6.60	N
Market Permit (One Off fee) – Concession	Per Event	Y	$171.40	$174.00	1.52%	$2.60	N
Minor Sound Permit	Per Event	Y	$53.55	$54.00	0.84%	$0.45	N
Event Permit – Up to 100 persons with no structures and minimum risks							
Small Event Permit (per event day) – Full	Per Event Day	Y	$112.25	$114.00	1.56%	$1.75	N
Small Event Permit (per event day) – Concession	Per Event Day	N				No Charge	N
Event Permit – 100 persons 500 or with minimal structures and risks							
Medium Event Permit (per event day) – Full	Per Event Day	Y	$277.45	$282.00	1.64%	$4.55	N
Medium Event Permit (per event day) – Concession	Per Event Day	Y	$112.20	$114.00	1.60%	$1.80	N

Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Event Permit – 500 or more persons or with significant structures or risks, as assessed by Council Officer							
Major Event Permit (per event day) – Full	Per Event Day	Y	$480.40	$488.00	1.58%	$7.60	N
Major Event Permit (per event day) – Concession	Per Event Day	Y	$117.30	$119.00	1.45%	$1.70	N
Yarra Leisure Centres							
Casual Entry							
Adult Swim	Per Adult	Y	$7.30	$7.40	1.37%	$0.10	N
Concession Swim	Per Adult	Y	$4.30	$4.40	2.33%	$0.10	N
Child Swim	Per Child	Y	$3.70	$3.80	2.70%	$0.10	N
Family Swim	Per Family	Y	$16.60	$16.90	1.81%	$0.30	N
Adult Swim, Spa & Sauna	Per Adult	Y	$14.00	$14.20	1.43%	$0.20	N
Swim Upgrade to S/S/S	Per Adult	Y	$6.60	$6.80	3.03%	$0.20	N
Swim Upgrade to S/S/S Concession	Per Adult	Y	$4.00	$4.00	0.00%	$0.00	N
Swim, Spa & Sauna (concession)	Per Adult	Y	$8.30	$8.40	1.20%	$0.10	N
Locker	Per Locker	Y	$3.00	$3.00	0.00%	$0.00	N
City of Yarra Pensioner Swim	Per Adult	Y				No Charge	N
Spectator	Per Adult	N	$2.00	$2.00	0.00%	$0.00	N
Bulk Tickets							
10 Adult Swims	10 Visits	Y	$65.70	$66.60	1.37%	$0.90	N
10 Concession Swim	10 Visits	Y	$38.70	$39.60	2.33%	$0.90	N
25 Adult Swims	25 Visits	Y	$146.00	$148.00	1.37%	$2.00	N
25 Adult Swims Concession	25 Visits	Y	$86.00	$88.00	2.33%	$2.00	N
10 Child Swims	10 Visits	Y	$33.30	$34.20	2.70%	$0.90	N
25 Child Swims	25 Visits	Y	$74.00	$76.00	2.70%	$2.00	N
10 Swim, Spa, Sauna & Steam	10 Visits	Y	$126.00	$128.00	1.59%	$2.00	N
10 Swim, Spa, Sauna & Steam Concession	10 Visits	Y	$74.40	$76.10	2.28%	$1.70	N
25 Swim, Spa, Sauna & Steam	25 Visits	Y	$280.00	$284.00	1.43%	$4.00	N
25 Swim, Spa, Sauna & Steam Concession	25 Visits	Y	$166.00	$169.00	1.81%	$3.00	N
10 Group Fitness	10 Visits	Y	$158.00	$160.00	1.27%	$2.00	N
10 Group Fitness Concession	10 Visits	Y	$95.00	$97.30	2.42%	$2.30	N
25 Group Fitness	25 Visits	Y	$351.00	$356.00	1.42%	$5.00	N
25 Group Fitness Concession	25 Visits	Y	$211.00	$216.00	2.37%	$5.00	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Lane Hire							
Commercial Lane Hire 25 metres (per hour)	Per lane	Y	$60.00	$60.90	1.50%	$0.90	N
Community Groups Lane Hire 25 Metres (per hour)	Per lane	Y	$40.20	$40.80	1.49%	$0.60	N
Commercial Lane Hire 50 metres (per hour)	Per lane	Y	$80.00	$81.20	1.50%	$1.20	N
Community Groups Lane Hire 50 Metres (per hour)	Per lane	Y	$55.00	$55.80	1.45%	$0.80	N
Commercial Lane Hire Learn to Swim Pool (per hour)	Per lane	Y	$20.00	$20.30	1.50%	$0.30	N
Community Groups Lane Hire Learn to Swim Pool (per hour)	Per lane	Y	$15.00	$15.25	1.67%	$0.25	N
Commercial Pool Hire 25 metres (per hour)	Per booking	Y	$250.00	$254.00	1.60%	$4.00	N
Community Groups Pool Hire 25 Metres (per hour)	Per booking	Y	$200.00	$203.00	1.50%	$3.00	N
Commercial Pool Hire 50 metres (per hour)	Per booking	Y	$450.00	$457.00	1.56%	$7.00	N
Community Groups Pool Hire 50 Metres (per hour)	Per booking	Y	$350.00	$355.00	1.43%	$5.00	N
Commercial Pool Hire Learn to Swim Pool (per hour)	Per booking	Y	$50.00	$50.70	1.40%	$0.70	N
Community Groups Pool Hire Learn to Swim Pool (per hour)	Per booking	Y	$40.00	$40.60	1.50%	$0.60	N
Debit Fees							
Joining Fee	Per member	Y	$99.00	$99.00	0.00%	$0.00	N
Full	Per Fortnight	Y	$49.30	$50.00	1.42%	$0.70	N
Full Concession	Per Fortnight	Y	$29.60	$30.00	1.35%	$0.40	N
Full Student	Per Fortnight	Y	$44.40	$45.00	1.35%	$0.60	N
Off Peak	Per Fortnight	Y	$44.40	$45.10	1.58%	$0.70	N
Off Peak Concession	Per Fortnight	Y	$26.70	$27.10	1.50%	$0.40	N
Off Peak Student	Per Fortnight	Y	$40.00	$40.60	1.50%	$0.60	N
Aquatic	Per Fortnight	Y	$33.20	$33.70	1.51%	$0.50	N
Aquatic Concession	Per Fortnight	Y	$19.90	$20.20	1.51%	$0.30	N
Aquatic Student	Per Fortnight	Y	$28.00	$30.30	8.21%	$2.30	N
Family 2 people	Per Fortnight	Y	$89.50	$90.80	1.45%	$1.30	N
Family 3 people	Per Fortnight	Y	$101.60	$103.00	1.38%	$1.40	N
Family 4 people	Per Fortnight	Y	$113.00	$114.50	1.33%	$1.50	N
Family 2 people Concession	Per Fortnight	Y	$53.70	$54.50	1.49%	$0.80	N
Family 3 people Concession	Per Fortnight	Y	$61.00	$61.80	1.31%	$0.80	N
Family 4 people Concession	Per Fortnight	Y	$67.80	$68.70	1.33%	$0.90	N
50 plus	Per Fortnight	Y	$44.40	$45.10	1.58%	$0.70	N
Yarra Triathlon	Per Fortnight	Y	$59.00	$0.00	-100.00 %	-$59.00	N
Yarra Triathlon Concession	Per Fortnight	Y	$35.30	$0.00	-100.00 %	-$35.30	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Debit Fees [continued]							
Yarra Triathlon Student	Per Fortnight	Y	$53.00	-$0.01	-100.02 %	-$53.01	N
Corporate	Per Fortnight	Y	$44.40	$45.10	1.58%	$0.70	N
Yarra Youth	Per Fortnight	Y	$23.80	$24.20	1.68%	$0.40	N
Two Week Trial	Per Adult	Y	$71.00	$72.10	1.55%	$1.10	N
Two Week Trial Concession	Per Adult	Y	$42.50	$43.30	1.88%	$0.80	N
Two Week Trial Student	Per Student	Y	$62.40	$64.90	4.01%	$2.50	N
Program Classes							
Group Fitness	Per class	Y	$17.60	$17.80	1.14%	$0.20	N
Group Fitness (Concession)	Per class	Y	$10.60	$10.80	1.89%	$0.20	N
Group Fitness – 90 minute class	Per class	Y	$25.00	$25.40	1.60%	$0.40	N
Group Fitness – 90 minute class (Concession)	Per class	Y	$14.70	$14.90	1.36%	$0.20	N
Gym							
Gym, Swim, Spa, Sauna & Steam	Per visit	Y	$26.20	$26.60	1.53%	$0.40	N
Gym Concession	Per visit	Y	$15.80	$16.00	1.27%	$0.20	N
LLLS Casual Fee	Per visit	Y	$8.60	$8.70	1.16%	$0.10	N
LLLS Casual Fee Concession	Per visit	Y	$5.10	$5.20	1.96%	$0.10	N
10 x LLLS Casual Fee	Per pass	Y	$86.00	$87.30	1.51%	$1.30	N
10 x LLLS Casual Fee Concession	Per pass	Y	$51.00	$51.80	1.57%	$0.80	N
25 x LLLS Casual	Per pass	Y	$215.00	$218.00	1.40%	$3.00	N
25 x LLLS Casual Concession	Per pass	Y	$130.00	$132.00	1.54%	$2.00	N
LLLS Joining Fee	Per Adult	Y	$47.30	$48.00	1.48%	$0.70	N
Gym over 60's	Per Adult	Y	$5.80	$5.90	1.72%	$0.10	N
Personal Training							
½ hr (Casual)	Per 1/2 Hour	Y	$58.90	$58.90	0.00%	$0.00	N
½ hr (Member)	Per 1/2 Hour	Y	$49.60	$49.60	0.00%	$0.00	N
1 hr (Casual)	Per Hour	Y	$95.40	$95.40	0.00%	$0.00	N
1 hr (Member)	Per Hour	Y	$76.30	$76.30	0.00%	$0.00	N
10 Visit Pass Casual – 1/2 Hr	10 Visits	Y	$530.10	$530.10	0.00%	$0.00	N
10 Visit Pass Member – 1/2 Hr	10 Visits	Y	$446.40	$446.40	0.00%	$0.00	N
10 Visit Pass Casual – 1 Hr	10 Visits	Y	$860.00	$860.00	0.00%	$0.00	N
10 Visit Pass Member – 1 Hr	10 Visits	Y	$690.00	$690.00	0.00%	$0.00	N
Swim Lessons							
Start Up Fee (All Aquatic Programs)	Per person	Y	$32.20	$32.70	1.55%	$0.50	N
Swim Lessons Child	Per Lesson	N	$19.40	$19.70	1.55%	$0.30	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Swim Lessons [continued]							
Child – Concession	Per Lesson	N	$11.70	$11.90	1.71%	$0.20	N
One on One Lessons	Per Lesson	Y	$56.00	$56.80	1.43%	$0.80	N
Two on One Lessons	Per Lesson	Y	$96.50	$98.00	1.55%	$1.50	N
Swim Lesson Child Fortnightly Debit**	Per Lesson	N	$30.60	$31.10	1.63%	$0.50	N
Swim Lesson Child – Concession Fortnightly Debit**	Per Lesson	N	$18.40	$18.70	1.63%	$0.30	N
School Lessons	Per Lesson	N	$9.70	$9.90	2.06%	$0.20	N
School Lessons Concession	Per Lesson	N	$5.90	$6.00	1.69%	$0.10	N
Pre-State Squad (fortnightly)**	Per fortnight	N	$45.40	$46.10	1.54%	$0.70	N
State Squad (fortnightly)**	Per fortnight	N	$58.70	$59.60	1.53%	$0.90	N
National Squad (fortnightly)**	Per fortnight	N	$70.20	$71.20	1.42%	$1.00	N
Pre-State Squad Concession (fortnightly)**	Per fortnight	N	$27.30	$27.70	1.47%	$0.40	N
State Squad Concession (fortnightly)**	Per fortnight	N	$35.20	$35.70	1.42%	$0.50	N
Programs – Myotherapy							
½ hr (Member)	Per 1/2 Hour	Y	$52.50	$53.30	1.52%	$0.80	N
½ hr (Casual)	Per 1/2 Hour	Y	$62.70	$63.60	1.44%	$0.90	N
1 hr (Member)	Per Hour	Y	$95.00	$96.40	1.47%	$1.40	N
1 hr (Casual)	Per Hour	Y	$109.00	$110.50	1.38%	$1.50	N
Yarra Triathlon Programs							
Yarra Triathlon Squads	Per Session	Y	$18.30	$18.55	1.37%	$0.25	N
Yarra Triathlon Squads – Concession	Per Session	Y	$11.00	$11.15	1.36%	$0.15	N
10 x Yarra Triathlon Squads	10 Visits	Y	$164.50	$167.00	1.52%	$2.50	N
10 x Yarra Triathlon Squads – Concession	10 Visits	Y	$99.00	$100.50	1.52%	$1.50	N
25 x Yarra Triathlon Squads	10 Visits	Y	$366.00	$371.50	1.50%	$5.50	N
25 x Yarra Triathlon Squads – Concession	10 Visits	Y	$220.00	$223.50	1.59%	$3.50	N
Two Week Trial	Two weeks	Y	$82.80	$84.00	1.45%	$1.20	N
Two Week Trial Concession	Two weeks	Y	$50.00	$50.80	1.60%	$0.80	N
Two Week Trial Student	Two weeks	Y	$76.00	$77.10	1.45%	$1.10	N
Miscellaneous							
Replacement RFID band/key fob (New fee)	Per band	Y	$6.00	$6.00	0.00%	$0.00	N
Lost Locker RFID key fob	Per Key Fob	Y	$11.20	$11.40	1.79%	$0.20	N
Shower	Per visit	Y	$3.90	$4.00	2.56%	$0.10	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Burnley Golf Course							
9 Holes – Adult	Per Adult	Y	$21.50	$21.80	1.40%	$0.30	N
9 Holes – Concession/Junior	Per Junior	Y	$16.20	$16.40	1.23%	$0.20	N
18 Holes – Adult	Per Adult	Y	$27.50	$27.90	1.45%	$0.40	N
18 Holes – Concession/Junior	Per Junior	Y	$21.00	$21.30	1.43%	$0.30	N
9 Holes – Weekend	9 holes	Y	$22.60	$23.00	1.77%	$0.40	N
18 Holes Weekend	18 holes	Y	$29.00	$29.50	1.72%	$0.50	N
1 Hour Lesson	Per Hour	Y	$122.00	$122.00	0.00%	$0.00	N
1/2 Hour Lesson	Per 1/2 Hour	Y	$60.00	$60.00	0.00%	$0.00	N
6 Lesson Voucher	Per pass	Y	$300.00	$300.00	0.00%	$0.00	N
Clinic	Per clinic	Y	$122.00	$122.00	0.00%	$0.00	N
Mini Clinic	Per clinic	Y	$22.00	$22.00	0.00%	$0.00	N
Buggy Hire	One cart	Y	$5.60	$5.60	0.00%	$0.00	N
9 Hole Cart Hire	9 holes	Y	$28.50	$29.00	1.75%	$0.50	N
9 Hole Single Cart Hire	9 holes	Y	$19.50	$19.80	1.54%	$0.30	N
18 Hole Cart Hire	18 holes	Y	$48.00	$48.70	1.46%	$0.70	N
18 Hole Single Cart Hire	18 holes	Y	$32.00	$32.50	1.56%	$0.50	N
Practice Fees	Per visit	Y	$4.00	$4.00	0.00%	$0.00	N
Competition Fees	Per visit	Y	$4.30	$4.30	0.00%	$0.00	N
Hire Set	Per set	Y	$15.50	$15.70	1.29%	$0.20	N
Engineering Planning							
Traffic Surveys – classified counts	Per count	N	$267.30	$271.50	1.57%	$4.20	N
Parking signs – sign changes	Per sign	Y	$197.80	$201.00	1.62%	$3.20	N
Drainage Fees (Levy)							
0-400m2	Per m2	N	$12.60	$12.80	1.59%	$0.20	N
401-500m2	Per m2	N	$16.50	$16.75	1.52%	$0.25	N
501-600m2	Per m2	N	$20.90	$21.20	1.44%	$0.30	N
601-700m2	Per m2	N	$22.45	$22.80	1.56%	$0.35	N
701-800m2	Per m2	N	$24.70	$25.05	1.42%	$0.35	N
801-900m2	Per m2	N	$26.35	$26.75	1.52%	$0.40	N
901-1,000m2	Per m2	N	$27.40	$27.80	1.46%	$0.40	N
1,001m2 + (negotiable fee)	Per m2	N	$27.40	$27.80	1.46%	$0.40	N
Waste Management							
Compost Bins 220lt BMW	Per Bin	Y	$38.00	$38.60	1.58%	$0.60	N
Hungry Bin	Per Bin	Y	$300.00	$304.50	1.50%	$4.50	N
Worm Farms RELN	Per Bin	Y	$91.00	$92.40	1.54%	$1.40	N
Garbage 80lt MGB	Per Bin	N	$118.00	$120.00	1.69%	$2.00	N
Garbage 120lt MGB	Per Bin	N	$156.00	$158.50	1.60%	$2.50	N

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Name	Unit of measure	GST	Year 20/21 Fee (incl. GST)	Year 21/22 Fee (incl. GST)	Increase %	Increase $	Statutory
Waste Management [continued]							
Garbage 240lt MGB	Per Bin	N	$278.00	$282.00	1.44%	$4.00	N
Residential and Commercial (and Multi-Unit Developments per unit/apartment) MRB 120lt plus 80lt MGB	Per Bin	N	$193.00	$196.00	1.55%	$3.00	N
Relocation of Street Litter Bins	Per Bin	Y	$500.00	$508.00	1.60%	$8.00	N
Green Mobile Garbage Bin (GMGB)	Per Bin	N	$118.00	$120.00	1.69%	$2.00	N
Urban Agriculture							
Footpath/nature strip garden permit fee	Per Permit	Y	$20.50	$20.80	1.46%	$0.30	N
Footpath/nature strip planter box yearly rental fee	Per year	Y	$57.00	$57.80	1.40%	$0.80	N
Footpath/nature strip planter box yearly rental fee – concession	Per year	Y	$28.05	$28.45	1.43%	$0.40	N

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Index of all fees

Fee Name	Parent	Page
Other		
$1,000,001 and above	[Other Development]	38
$100,000 or less	[Other Development]	38
$100,001-$300,000	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	40
$30,001-$100,000	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	39
$300,001-$500,000	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	40
0		
0-400m2	[Drainage Fees (Levy)]	50
Other		
½ hr (Casual)	[Personal Training]	48
½ hr (Casual)	[Programs – Myotherapy]	49
½ hr (Member)	[Personal Training]	48
½ hr (Member)	[Programs – Myotherapy]	49
1		
1 Hour Lesson	[Burnley Golf Course]	50
1 hr (Casual)	[Personal Training]	48
1 hr (Casual)	[Programs – Myotherapy]	49
1 hr (Member)	[Personal Training]	48
1 hr (Member)	[Programs – Myotherapy]	49
1,001m2 + (negotiable fee)	[Drainage Fees (Levy)]	50
1/2 Hour Lesson	[Burnley Golf Course]	50
10 Adult Swims	[Bulk Tickets]	46
10 Child Swims	[Bulk Tickets]	46
10 Concession Swim	[Bulk Tickets]	46
10 Group Fitness	[Bulk Tickets]	46
10 Group Fitness Concession	[Bulk Tickets]	46
10 or more Dwellings	[Request to extend expiry date of a permit]	37
10 Swim, Spa, Sauna & Steam	[Bulk Tickets]	46
10 Swim, Spa, Sauna & Steam Concession	[Bulk Tickets]	46
10 Visit Pass Casual – 1 Hr	[Personal Training]	48
10 Visit Pass Casual – 1/2 Hr	[Personal Training]	48
10 Visit Pass Member – 1 Hr	[Personal Training]	48
10 Visit Pass Member – 1/2 Hr	[Personal Training]	48
10 x LLLS Casual Fee	[Gym]	48
10 x LLLS Casual Fee Concession	[Gym]	48
10 x Yarra Triathlon Squads	[Yarra Triathlon Programs]	49
10 x Yarra Triathlon Squads – Concession	[Yarra Triathlon Programs]	49
18 Hole Cart Hire	[Burnley Golf Course]	50
18 Hole Single Cart Hire	[Burnley Golf Course]	50
18 Holes – Adult	[Burnley Golf Course]	50
18 Holes – Concession/Junior	[Burnley Golf Course]	50
18 Holes Weekend	[Burnley Golf Course]	50
2		
2 to 0 Dwellings	[Request to extend expiry date of a permit]	37
25 Adult Swims	[Bulk Tickets]	46
25 Adult Swims Concession	[Bulk Tickets]	46
25 Child Swims	[Bulk Tickets]	46
25 Group Fitness	[Bulk Tickets]	46
25 Group Fitness Concession	[Bulk Tickets]	46
25 Swim, Spa, Sauna & Steam	[Bulk Tickets]	46
25 Swim, Spa, Sauna & Steam Concession	[Bulk Tickets]	46
25 x LLLS Casual	[Gym]	48
25 x LLLS Casual Concession	[Gym]	48
25 x Yarra Triathlon Squads	[Yarra Triathlon Programs]	49
25 x Yarra Triathlon Squads – Concession	[Yarra Triathlon Programs]	49
3		
3 Yr Kinder Holiday Program Fee	[Pre School 3 Year Olds]	27
3 Yr Kinder Holiday Program Fee	[Kindergarten 4 Yr Old]	27
4		
401-500m2	[Drainage Fees (Levy)]	50

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5		
50 plus	[Debit Fees]	47
501-600m2	[Drainage Fees (Levy)]	50
6		
6 Lesson Voucher	[Burnley Golf Course]	50
601-700m2	[Drainage Fees (Levy)]	50
7		
7 Day Rate – Full	[Performance Spaces (Richmond Theatrette)]	44
7 Day Rate – Not-for-Profit	[Performance Spaces (Richmond Theatrette)]	44
701-800m2	[Drainage Fees (Levy)]	50
8		
801-900m2	[Drainage Fees (Levy)]	50
9		
9 Hole Cart Hire	[Burnley Golf Course]	50
9 Hole Single Cart Hire	[Burnley Golf Course]	50
9 Holes – Adult	[Burnley Golf Course]	50
9 Holes – Concession/Junior	[Burnley Golf Course]	50
9 Holes – Weekend	[Burnley Golf Course]	50
901-1,000m2	[Drainage Fees (Levy)]	50
A		
a) up to and including 10 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	[Consideration of submissions to Amendment and reference to panel]	30
A1 Copies – per copy	[Miscellaneous]	41
A3 Copies – per copy	[Miscellaneous]	41
A4 Copies – per copy	[Miscellaneous]	41
Additional Assessment Fee (Section 19H)	[Class 1 or Class 2 Premises]	17
Additional Consulting Services re Building Permits	[Miscellaneous]	41
Additional fee for each employee over 10 (Max fee is for 61+ employees)	[Class 1 or Class 2 Premises]	17
Additional fee for each employee over 10 (Max fee is for 61+ employees)	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
Additional fee for each employee over 10 (Max fee is for 61+ employees)	[Not for Profit Class 3 Food Premises]	18
Additional Inspection Fee Under 19(H)	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
Additional Inspection Fee Under 19(H)	[Not for Profit Class 3 Food Premises]	18
Additional miscellaneous item Footpath trading	[Local Laws / Legislative Services]	14
Additional Occupancy Permits	[Miscellaneous]	40
Adjoining Property Owners Details (search)	[Miscellaneous]	42
Admin Fee – Organising CCTV inspection or drain cleaning for one occurrence	[Drainage Cleaning and Inspection]	25
Adoption of an Amendment	[Other]	30
Adult Day Care	[Home Care Packages (HCP)]	12
Adult Swim	[Casual Entry]	46
Adult Swim, Spa & Sauna	[Casual Entry]	46
Advertising Letters and Notices	[Planning Scheme Amendment]	38
Advertising Letters and Notices (5 or more notices)	[Other Development]	38
Advertising Sign – per sign (licensed)	[Items on Footpath]	15
Advertising Sign – per sign (unlicensed)	[Items on Footpath]	15
After hours call out fee	[Top Floor]	29
After Hours Call-Out Fee per hour	[Hire of Town Halls]	42
After Hours Call-Out Fee per hour	[Small Community Spaces]	43
After Hours Call-Out Fee per hour	[Medium Community Spaces]	43
After Hours Call-Out Fee per hour	[Large Community Spaces]	44
After School Care Fee – Casual	[Outside School Hours Care]	26
After School Care Fee – Casual July – December	[Outside School Hours Care]	26
After School Care Fee – Curriculum Day	[Outside School Hours Care]	26
After School Care Fee – Curriculum Day July – December	[Outside School Hours Care]	26
After School Care Fee – Curriculum Half Day	[Outside School Hours Care]	26
After School Care Fee – Curriculum Half Day July – December	[Outside School Hours Care]	26
After School Care Fee – End of Term	[Outside School Hours Care]	26
After School Care Fee – End of Term July – December	[Outside School Hours Care]	26
After School Care Fee – End of Year	[Outside School Hours Care]	26
After School Care Fee – End of Year July – December	[Outside School Hours Care]	26
After School Care Fee – Regular	[Outside School Hours Care]	26

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Fee Name	Parent	Page
A [continued]		
After School Care Fee – Regular – July – December	[Outside School Hours Care]	26
All Day Parking (various locations)	[Parking Services]	13
All Meals	[Home Care Packages (HCP)]	12
Alterations & Additions – $10,001-$20,000	[Class 1 & 10]	39
Alterations & Additions – $100,001-$300,000	[Class 1 & 10]	39
Alterations & Additions – $20,001-$100,000	[Class 1 & 10]	39
Alterations & Additions – $300,001-$400,000	[Class 1 & 10]	39
Alterations & Additions – Up to $10,000	[Class 1 & 10]	39
Alternative Solution/ Dispensation/ Change of Use determination	[Miscellaneous]	42
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – Less than $100,000	[Reg 11 Other Development]	35
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $1,000,000	[Reg 11 Other Development]	35
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $100,000 and not more than $1,000,000	[Reg 11 Other Development]	35
Amendments under 20(4)	[Other]	30
Amendments under 20A	[Other]	30
AMEP Casual Care 7 Hours	[Occasional Child Care]	27
Animal Registration refund	[Cat Registration]	16
Annual Licence Fee	[Permit to hire Park for Commercial Fitness Trainers]	23
Annual Registration Fee	[Registration of Domestic Animal Business]	17
Application fee – Commercial Profit Making (non refundable)	[Filming & Commercial Still Photography Permit]	24
Application for a planning certificate	[Other Fees]	37
Application for certificate of compliance	[Other Fees]	37
Approval of an Amendment	[Other]	30
Aquatic	[Debit Fees]	47
Aquatic Concession	[Debit Fees]	47
Aquatic Student	[Debit Fees]	47
Assessment & referral service	[Vaccine – No Charge]	30
B		
b) 11 to (and including) 20 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	[Consideration of submissions to Amendment and reference to panel]	30
Bag of Books	[Book Sales]	6
Balcony (per day)	[Hire of Town Halls]	42
Bexsero	[Vaccine]	29
Bond	[Fairfield Amphitheatre]	45
Bond	[Burnley Circus Site]	45
Book delivery	[Libraries]	5
Book delivery	[Book Sales]	6
Boostrix	[Vaccine]	29
Buggy Hire	[Burnley Golf Course]	50
Building permit levy for a Building greater than $10,000 (Statutory fee) – Residential Only	[Lodgement Fees (building work permit)]	39
Building Record search Class 1 & 10	[Miscellaneous]	40
Building Record search Class 2-9	[Miscellaneous]	40
Busking Permit (Monthly charge)	[Local Laws / Legislative Services]	14
C		
c) Submissions that exceed 20 submissions which seek a change to an amendment, and where necessary referring the submissions to a panel	[Consideration of submissions to Amendment and reference to panel]	30
Carports, Garages, Shed etc. (Class 10 Structure)	[Class 1 & 10]	39
Casual Care – 2.5 Hour Fee	[Long Day Care]	27
Casual Care – 5 Hour Fee	[Long Day Care]	27
Casual Care – 5 Hour Fee July – December	[Long Day Care]	27
Casual Care – Full Day Fee	[Long Day Care]	27
Casual Care – Full Day Fee July – December	[Long Day Care]	27
Cat trap – rental per week	[Local Laws / Legislative Services]	14
CCTV inspection (Traffic management not included)	[Drainage Cleaning and Inspection]	25
Certificate S327 (incl. Flood Certificate)	[Lodgement Fees (building work permit)]	39
Certification fee	[Miscellaneous]	41
Change of Use/Combined Allotment Statements	[Miscellaneous]	41
Change Rooms	[Fairfield Amphitheatre]	45
Child – Concession	[Swim Lessons]	49
Child Swim	[Casual Entry]	46
City of Yarra Pensioner Swim	[Casual Entry]	46
Class 1 and 2	[Once-off Events]	18
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	[Applications for permits Reg 9 Type of Permit Application]	31
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	[Planning schedule of permit application revision fees under section 57a – Reg 12 Type of Permit Application]	33

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Fee Name	Parent	Page
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	[Reg 11 Permit Amendment Fees]	34
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	[Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment]	36
Class 10 Amendment to a Class 10 permit (other than a class 7, class 8 or class 9 permit)	[Reg 11 VICSMART Applications which meet the VicSmart criteria]	35
Class 10 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – Less than $100,000	[Reg 12 Other Development]	36
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	[Reg 9 VICSMART Applications]	31
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	[VicSmart]	38
Class 11 – Less than $100,000	[Reg 12 Other Development]	33
Class 11 < $100,000	[Reg 9 Other Development]	31
Class 11 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $100,000 and not more than $1,000,000	[Reg 12 Other Development]	36
Class 12 – More than $100,000 and not more than $1,000,000	[Reg 12 Other Development]	33
Class 12 > $100,001 – $1,000,000	[Reg 9 Other Development]	31
Class 12 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than $1,000,000	[Reg 12 Other Development]	36
Class 13 – More than $1,000,000 and not more than $5,000,000	[Reg 12 Other Development]	33
Class 13 > $1,000,001 – $5,000,000	[Reg 9 Other Development]	31
Class 14 – Class 19 Amendments	[Reg 11 Subdivision]	35
Class 14 – More than $5,000,000 and not more than $15,000,000	[Reg 12 Other Development]	33
Class 14 > $5,000,001 – $15,000,000	[Reg 9 Other Development]	31
Class 14 Amendment to a Class 17 permit – To subdivide an existing building (other than a class 9 permit)	[Reg 12 Subdivision]	36
Class 15 – More than $15,000,000 and not more than $50,000,000	[Reg 12 Other Development]	33
Class 15 > $15,000,001 – $50,000,000	[Reg 9 Other Development]	31
Class 15 Amendment to a Class 18 permit – To subdivide land into two lots (other than a class 9 or class 17 permit)	[Reg 12 Subdivision]	37
Class 16 – More than $50,000,000	[Reg 12 Other Development]	33
Class 16 > $50,000,001	[Reg 9 Other Development]	31
Class 16 Amendment to a Class 19 permit – To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	[Reg 12 Subdivision]	37
Class 17 Amendment to a Class 20 permit – To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	[Reg 12 Subdivision]	37
Class 17 Subdivide an existing building	[Reg 9 Subdivision]	32
Class 17 To subdivide an existing building (other than a class 9 permit)	[Reg 12 Subdivision]	33
Class 18 Amendment to a Class 21 permit – To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	[Reg 12 Subdivision]	37
Class 18 Subdivide land into 2 lots	[Reg 9 Subdivision]	32
Class 18 To subdivide land into two lots (other than a class 9 or class 17 permit)	[Reg 12 Subdivision]	33
Class 19 Amendment to a Class 22 permit – A permit not otherwise provided for in the regulation	[Reg 12 Subdivision]	37
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots	[Reg 9 Subdivision]	32
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	[Reg 12 Subdivision]	33
Class 2 – Less than $10,000	[Reg 12 Single Dwellings]	33
Class 2 (Residential fit outs)	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	40
Class 2 < $10,000	[Reg 9 Single Dwellings]	31
Class 2 < $10,000	[Single Dwelling]	38
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or to change any or all of the conditions	[Reg 11 Permit Amendment Fees]	34

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Fee Name	Parent	Page
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or To change any or all of the conditions	[Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment]	36
Class 20 Subdivide land (per 100 lots created)	[Reg 9 Subdivision]	32
Class 20 To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	[Reg 12 Subdivision]	33
Class 21	[Reg 9 Subdivision]	32
Class 21	[Reg 12 Subdivision]	34
Class 22 A permit not otherwise provided for in the regulation	[Reg 9 Subdivision]	32
Class 22 A permit not otherwise provided for in the regulation	[Reg 12 Subdivision]	34
Class 3	[Once-off Events]	18
Class 3 – More than $10,000 and not more than $100,000	[Reg 12 Single Dwellings]	33
Class 3 > $10,001 – $100,000	[Reg 9 Single Dwellings]	31
Class 3 > $10,001 – $100,000	[Single Dwelling]	38
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit – Less than $10,000	[Reg 11 Single Dwellings]	34
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit – Less than $10,000	[Reg 12 Single Dwellings]	36
Class 4 – More than $100,000 and not more than $500,000	[Reg 12 Single Dwellings]	33
Class 4 > $100,001 – $500,00	[Reg 9 Single Dwellings]	31
Class 4 > $100,001 – $500,00	[Single Dwelling]	38
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $10,000 and not more than $100,000	[Reg 11 Single Dwellings]	34
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $10,000 and not more than $100,000	[Reg 12 Single Dwellings]	36
Class 5 – More than $500,000 and not more than $1,000,000	[Reg 12 Single Dwellings]	33
Class 5 > $500,001 – $1,000,000	[Reg 9 Single Dwellings]	31
Class 5 > $500,001 – $1,000,000	[Single Dwelling]	38
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $100,000 and not more than $500,000	[Reg 11 Single Dwellings]	34
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $100,000 and not more than $500,000	[Reg 12 Single Dwellings]	36
Class 6 – More than $1,000,000 and not more than $2,000,000	[Reg 12 Single Dwellings]	33
Class 6 > $1,000,001 – $2,000,000	[Reg 9 Single Dwellings]	31
Class 6 > $1,000,001 – $2,000,000	[Single Dwelling]	38
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $500,000	[Reg 11 Single Dwellings]	34
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than $500,000	[Reg 12 Single Dwellings]	36
Class 7 < $10,000	[Reg 9 VICSMART Applications]	31
Class 7 < $10,000	[VicSmart]	38
Class 7 Amendment to a Class 7 permit	[Reg 11 VICSMART Applications which meet the VicSmart criteria]	34
Class 8 > $10,000	[Reg 9 VICSMART Applications]	31
Class 8 > $10,000	[VicSmart]	38
Class 8 Amendment to a Class 8 permit	[Reg 11 VICSMART Applications which meet the VicSmart criteria]	34
Class 9 Amendment to a Class 9 permit – Subdivide or consolidate land	[Reg 11 VICSMART Applications which meet the VicSmart criteria]	35
Class 9 VICSMART application to subdivide or consolidate land	[Reg 9 VICSMART Applications]	31
Class 9 VICSMART application to subdivide or consolidate land	[VicSmart]	38
Clinic	[Burnley Golf Course]	50
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Commercial – includes house modules	[Permit Inspections]	23
Commercial dog walking permit (annual permit)	[Local Laws / Legislative Services]	14
Commercial fee	[Victoria Park – Casual Fees]	20
Commercial fee	[Victoria Park Sherrin Stand Change Rooms – Casual Fees]	20
Commercial fee	[Casual Sports Ground A Hire]	21
Commercial fee	[Casual Sports Ground B Hire]	21
Commercial fee	[Casual Pavilion Hire]	21
Commercial Lane Hire 25 metres (per hour)	[Lane Hire]	47
Commercial Lane Hire 50 metres (per hour)	[Lane Hire]	47
Commercial Lane Hire Learn to Swim Pool (per hour)	[Lane Hire]	47
Commercial Pool Hire 25 metres (per hour)	[Lane Hire]	47
Commercial Pool Hire 50 metres (per hour)	[Lane Hire]	47
Commercial Pool Hire Learn to Swim Pool (per hour)	[Lane Hire]	47
Commercial Profit Making – Film/Ad Producers – Major impact: Permit	[Filming & Commercial Still Photography Permit]	24
Commercial Rate Full Day	[Community Meeting Room]	28
Commercial Rate Full Day	[Community Kitchen]	28

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Commercial Rate Full Day	[Consultation Room]	28
Commercial Rate Full Day	[Playgroup Room 2]	28
Commercial Rate Full Day	[Front Room]	29
Commercial Rate Full Day	[Foyer Room]	29
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Commercial Rate Half Day	[Community Kitchen]	28
Commercial Rate Half Day	[Training Room]	28
Commercial Rate Half Day	[Front Room]	29
Commercial Rate Half Day*	[Foyer Room]	29
Commercial Rate hourly	[Top Floor]	29
Commercial Rate per hour	[Consultation Room]	28
Commercial Rate per hour	[Playgroup Room 2]	28
Commercial^	[Casual Hire – Tennis, Netball, Basketball Court]	22
Community Groups Lane Hire 25 Metres (per hour)	[Lane Hire]	47
Community Groups Lane Hire 50 Metres (per hour)	[Lane Hire]	47
Community Groups Lane Hire Learn to Swim Pool (per hour)	[Lane Hire]	47
Community Groups Pool Hire 25 Metres (per hour)	[Lane Hire]	47
Community Groups Pool Hire 50 Metres (per hour)	[Lane Hire]	47
Community Groups Pool Hire Learn to Swim Pool (per hour)	[Lane Hire]	47
Community hall public liability insurance	[Top Floor]	29
Community Hall Public Liability Insurance – per day	[Medium Community Spaces]	43
Community Hall Public Liability Insurance – per day	[Performance Spaces (Richmond Theatrette)]	44
Community Hall Public Liability Insurance (per day)	[Small Community Spaces]	43
Community Hall Public Liability Insurance (per day)	[Large Community Spaces]	43
Community transport service	[Social Support – Group (Community Transport)]	12
Competition Fees	[Burnley Golf Course]	50
Compost Bins 220lt BMW	[Waste Management]	50
Computation checking	[Miscellaneous]	41
Concession 1*	[Victoria Park – Casual Fees]	20
Concession 1*	[Victoria Park Sherrin Stand Change Rooms – Casual Fees]	20
Concession 1*	[Casual Sports Ground A Hire]	21
Concession 1*	[Casual Sports Ground B Hire]	21
Concession 1*	[Casual Pavilion Hire]	21
Concession 1*^	[Casual Hire – Tennis, Netball, Basketball Court]	22
Concession 2*	[Victoria Park – Casual Fees]	20
Concession 2*	[Victoria Park Sherrin Stand Change Rooms – Casual Fees]	20
Concession 2*	[Casual Sports Ground A Hire]	21
Concession 2*	[Casual Sports Ground B Hire]	21
Concession 2*	[Casual Pavilion Hire]	21
Concession 2*^	[Casual Hire – Tennis, Netball, Basketball Court]	22
Concession 3*	[Victoria Park – Casual Fees]	20
Concession 3*	[Victoria Park Sherrin Stand Change Rooms – Casual Fees]	21
Concession 3*	[Casual Sports Ground A Hire]	21
Concession 3*	[Casual Sports Ground B Hire]	21
Concession 3*	[Casual Pavilion Hire]	21
Concession 3* – per 3 hour session (pro-rata hour fee available)	[Casual Sports Ground A Hire]	21
Concession 3* – per 3 hour session (pro-rata hour fee available)	[Casual Sports Ground B Hire]	21
Concession 3* (per session 3 hr maximum)	[Victoria Park Sherrin Stand Change Rooms – Casual Fees]	20
Concession 3*^	[Casual Hire – Tennis, Netball, Basketball Court]	22
Concession Rate hourly	[Top Floor]	29
Concession Swim	[Casual Entry]	46
Concessional Maximum Fee	[Dog Registration]	16
Concessional Maximum Fee	[Cat Registration]	16
Concessional Rate Full Day	[Community Meeting Room]	28
Concessional Rate Full Day	[Community Kitchen]	28
Concessional Rate Full Day	[Training Room]	28
Concessional Rate Full Day	[Consultation Room]	28
Concessional Rate Full Day	[Front Room]	29
Concessional Rate Full Day	[Foyer Room]	29
Concessional Rate Half Day	[Community Meeting Room]	28
Concessional Rate Half Day	[Community Kitchen]	28
Concessional Rate Half Day	[Training Room]	28
Concessional Rate Half Day	[Front Room]	28
Concessional Rate Half Day	[Foyer Room]	29
Concessional Rate per 2 hour session	[Playgroup Room 2]	28
Concessional Rate per hour	[Consultation Room]	28
Concessional Reduced Fee	[Dog Registration]	16
Concessional Reduced Fee	[Cat Registration]	16
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Consent & Report applications Reg 116	[Miscellaneous]	40
Consent fee*	[Consent (RMA 2004)]	25
Consulting charge out rate p/hr i.e. dilapidation surveys	[Miscellaneous]	40

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Fee Name	Parent	Page
C [continued]		
Copy of Certificate of Analysis for person from whom sample obtained	[Information/Service Fees]	20
Copy of Registration Certificate – Only available to current proprietor	[Information/Service Fees]	20
Corporate	[Debit Fees]	48
Counter Fast Track Assessment Fee	[Construction Management Support Unit]	23
Credit Card Surcharge	[Finance]	6
D		
Daily Fee	[Long Day Care]	27
Daily Fee July – December	[Long Day Care]	27
Damaged / Lost Books	[Libraries]	5
Damaged / Lost Magazines	[Libraries]	5
Day Rate – Concession	[Fairfield Amphitheatre]	45
Day Rate – Full	[Performance Spaces (Richmond Theatrette)]	44
Day Rate – Full	[Fairfield Amphitheatre]	44
Day Rate – Full (Circus or private event – non performance/event day)	[Burnley Circus Site]	45
Day Rate – Full (Circus or private events – performance/event day)	[Burnley Circus Site]	45
Day Rate – Not-for-Profit	[Performance Spaces (Richmond Theatrette)]	44
Day Rate – Not-for-Profit (Circus or private event)	[Burnley Circus Site]	45
Debt Recovery Administration	[Property & Rating Fees]	5
Debt Recovery Administration Summons Trace successful	[Property & Rating Fees]	5
Debt Recovery Administration Summons Trace unsuccessful	[Property & Rating Fees]	5
Debt Recovery Company Search	[Property & Rating Fees]	5
Debt Recovery Field Call	[Property & Rating Fees]	5
Debt Recovery Title Search	[Property & Rating Fees]	5
Delivered / Centre Meals – Couple Above $115,245	[Delivered / Centre Meals – High Fee Range]	11
Delivered / Centre Meals – Family Above $118,546	[Delivered / Centre Meals – High Fee Range]	11
Delivered / Centre Meals – Single Above $86,208	[Delivered / Centre Meals – High Fee Range]	11
Delivered / Centre Meals Couple – $59,802 to $115,245	[Delivered / Centre Meals – Medium Fee Range]	11
Delivered / Centre Meals Couple Up to $59,802	[Delivered / Centre Meals – Low Fee Range]	11
Delivered / Centre Meals Family – $66,009 to $118,546	[Delivered / Centre Meals – Medium Fee Range]	11
Delivered / Centre Meals Family Up to $66,009	[Delivered / Centre Meals – Low Fee Range]	11
Delivered / Centre Meals Single – $39,089 to $86,208	[Delivered / Centre Meals – Medium Fee Range]	11
Delivered / Centre Meals Single Up to $39,089	[Delivered / Centre Meals – Low Fee Range]	11
Demolish – attached dwelling	[Class 1 & 10]	39
Demolish – commercial building	[Class 1 & 10]	39
Demolish – detached dwelling	[Class 1 & 10]	39
Deposit Cat trap (Refundable)	[Registration of Domestic Animal Business]	17
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Determination whether anything is to Council's satisfaction	[Other Fees]	37
Dishonoured Cheque Administration Fee	[Finance]	6
Dishonoured Direct Debt Administration Fee	[Finance]	6
Dogs & cats currently registered at another Council – transfer and 1st registration	[Dog Registration]	16
Dogs & Cats under 6mths of age	[Dog Registration]	16
Drain/Pit Cleaning – Jet/Educator Cleaning (Traffic management and tipping fees not included)	[Drainage Cleaning and Inspection]	25
E		
Emergency work/cost recovery	[Miscellaneous]	41
Engerix B Adult	[Vaccine]	29
Event Application Fee	[Permits]	45
Event Inspection Charge	[Site Fees, Occupation Charges & Other Usage Charges]	44
Event Permit Application Fee for events of 500 or more persons or with significant structures or risks, as assessed by council officer, less than 12 weeks prior to event	[Permits]	45
Excess Animal Permit – Application Fee (Non Refundable)	[Local Laws / Legislative Services]	14
Excess Animal Permit – Fee	[Local Laws / Legislative Services]	14
Extension of permit/application 3/6/12 months	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	40
Extract of premises register	[Information/Service Fees]	20
F		
Family 2 people	[Debit Fees]	47
Family 2 people Concession	[Debit Fees]	47
Family 3 people	[Debit Fees]	47
Family 3 people Concession	[Debit Fees]	47
Family 4 people	[Debit Fees]	47

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Fee Name	Parent	Page
Family 4 people Concession	[Debit Fees]	47
Family Swim	[Casual Entry]	46
Fee to amend an application for a permit after notice is given	[Reg 12 Revised Plans Amend an application for an amendment to a permit after notice has been given]	35
Fences (Class 10 Structure)	[Class 1 & 10]	39
Filming (incl ads/still photography) inspection (Mon to Fri)	[Filming & Commercial Still Photography Permit]	24
Filming inspection (incl ads/still photography) – Out of hours	[Filming & Commercial Still Photography Permit]	24
Final Inspection – (Class 1 & 10) Lapsed Building Permit – No Works	[Miscellaneous]	41
Final Inspection – (Class 2-9) Lapsed Building Permit – No Works	[Miscellaneous]	41
Footpath – industrial – asphalt / concrete (as per YSD33 IAF & CF) greater than 60mm & less than equal to 100mm	[Road Reinstatement]	25
Footpath – industrial – concrete with asphalt surface (as per YSD33 ICAF) <=170mm	[Road Reinstatement]	25
Footpath – residential – asphalt (as per YSD33 RAF) – less than 60mm	[Road Reinstatement]	25
Footpath awning fee	[Local Laws / Legislative Services]	14
Footpath heaters	[Local Laws / Legislative Services]	13
Footpath Trading – Application/ Inspection fee (Non-refundable)	[Local Laws / Legislative Services]	13
Footpath/nature strip garden permit fee	[Urban Agriculture]	51
Footpath/nature strip planter box yearly rental fee	[Urban Agriculture]	51
Footpath/nature strip planter box yearly rental fee – concession	[Urban Agriculture]	51
For an agreement to a proposal to amend or end an agreement under section 173 of the Act	[Other]	31
Foster care – Cat	[Cat Registration]	16
Foster care – Dog	[Dog Registration]	16
Freedom of information requests	[Governance Support]	5
Full	[Debit Fees]	47
Full Concession	[Debit Fees]	47
Full Student	[Debit Fees]	47

G

Garbage 120lt MGB	[Waste Management]	50
Garbage 240lt MGB	[Waste Management]	51
Garbage 80lt MGB	[Waste Management]	50
Garbage Charge – Properties exempt from Rates	[Property & Rating Fees]	5
General Local Law Permit	[Local Laws / Legislative Services]	14
General parenting advice & support	[Vaccine – No Charge]	30
Gleadell Street Market (per stall)	[Kerb Market]	15
Goods Display	[Items on Footpath]	15
Green Mobile Garbage Bin (GMGB)	[Waste Management]	51
Group Fitness	[Program Classes]	48
Group Fitness – 90 minute class	[Program Classes]	48
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Group Fitness (Concession)	[Program Classes]	48
Groups auspice by Council business units	[Small Community Spaces]	43
Groups auspiced by Council business units	[Foyer Room]	29
Groups auspiced by Council business units	[Medium Community Spaces]	43
Groups auspiced by Council business units	[Large Community Spaces]	43
Groups out spaced by Council business units	[Top Floor]	29
Gym Concession	[Gym]	48
Gym over 60's	[Gym]	48
Gym, Swim, Spa, Sauna & Steam	[Gym]	48

H

Hardbacks	[Book Sales]	6
Havrix Adult	[Vaccine]	29
Havrix Junior	[Vaccine]	29
Hire of Inbuilt Projector – per day	[Hire of Town Halls]	42
Hire of Piano – per day	[Hire of Town Halls]	42
Hire of Portable Projector (per day)	[Hire of Town Halls]	42
Hire of Sound System – per day * requires sound technician	[Hire of Town Halls]	42
Hire Set	[Burnley Golf Course]	50
Home Care General High Range – Couple Above $115,245	[Home Care General – High Fee Range]	7
Home Care General High Range – Family Above $118,546	[Home Care General – High Fee Range]	7
Home Care General High Range – Single Above $86,208	[Home Care General – High Fee Range]	7
Home Care General Low fee range – Couple Up to $59,802 (CHSP)	[Home Care General – Low Fee Range]	7

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Home Care General Low fee range – Couple Up to $59,802 (HACCPYP)	[Home Care General – Low Fee Range]	7
Home Care General Low fee range – Family Up to $66,009 (CHSP)	[Home Care General – Low Fee Range]	7
Home Care General Low fee range – Family Up to $66,009 (HACCPYP)	[Home Care General – Low Fee Range]	7
Home Care General Low fee range – Single $28,605 to $39,089 (CHSP)	[Home Care General – Low Fee Range]	6
Home Care General Low fee range – Single $28,605 to $39,089 (HACCPYP)	[Home Care General – Low Fee Range]	6
Home Care General Low fee range – Single Up to $28,605	[Home Care General – Low Fee Range]	6
Home Care General Medium fee range – Couple $59,802 to $78,283	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Couple $78,283 to $96,764	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Couple $96,764 to $115,245 (CHSP)	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Couple $96,764 to $115,245 (HACCPYP)	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Family $101,033 to $118,546 (CHSP)	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Family $101,033 to $118,546 (HACCPYP)	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Family $66,009 to $83,521	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Family $83,521 to $101,033	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Single $39,089 to $54,795	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Single $54,795 to $70,501	[Home Care General – Medium Fee Range]	7
Home Care General Medium fee range – Single $70,501 to $86,208	[Home Care General – Medium Fee Range]	7
Home Maintenance – Family Above $118,546 (CHSP)	[Home Maintenance – High Fee Range]	11
Home Maintenance – Family Above $118,546 (HACCPYP)	[Home Maintenance – High Fee Range]	11
Home Maintenance High Range – Couple Above $115,245 (CHSP)	[Home Maintenance – High Fee Range]	11
Home Maintenance High Range – Couple Above $115,245 (HACCPYP)	[Home Maintenance – High Fee Range]	11
Home Maintenance High Range – Single Above $86,208 (CHSP)	[Home Maintenance – High Fee Range]	10
Home Maintenance High Range – Single Above $86,208 (HACCPYP)	[Home Maintenance – High Fee Range]	11
Home Maintenance Low fee range – Couple $44,309 to $59,802	[Home Maintenance – Low Fee Range]	10
Home Maintenance Low fee range – Couple Up to $44,309	[Home Maintenance – Low Fee Range]	10
Home Maintenance Low fee range – Family $44,309 to $66,009	[Home Maintenance – Low Fee Range]	10
Home Maintenance Low fee range – Family Up to $44,309	[Home Maintenance – Low Fee Range]	10
Home Maintenance Low fee range – Single $28,605 to $39,089	[Home Maintenance – Low Fee Range]	10
Home Maintenance Low fee range – Single Up to $28,605	[Home Maintenance – Low Fee Range]	10
Home Maintenance Medium Fee Range Couple – $59,802 to $115,245	[Home Maintenance – Medium Fee Range]	10
Home Maintenance Medium Fee Range Family – $66,009 to $118,546	[Home Maintenance – Medium Fee Range]	10
Home Maintenance Medium Fee Range Single – $39,089 to $86,208	[Home Maintenance – Medium Fee Range]	10
Home/Personal/Respite Care (6.00pm Friday to 8.00am Monday)	[Home Care Packages (HCP)]	12
Home/Personal/Respite Care (6.00pm to 8.00am Monday to Friday)	[Home Care Packages (HCP)]	12
Home/Personal/Respite Care (8.00am to 6.00pm Monday to Friday)	[Home Care Packages (HCP)]	12
Hourly hire – Full	[Small Community Spaces]	43
Hourly hire – Full (min 3 hourly hire)	[Hire of Town Halls]	42
Hourly hire – Full (min 3 hourly hire)	[Medium Community Spaces]	43
Hourly hire – Full (min 3 hourly hire)	[Large Community Spaces]	43
Hourly Hire – Full rate	[Performance Spaces (Richmond Theatrette)]	44
Hourly hire – Not-for-Profit	[Small Community Spaces]	43
Hourly hire – Not-for-Profit (min 3 hourly hire)	[Hire of Town Halls]	42
Hourly hire – Not-for-Profit (min 3 hourly hire)	[Medium Community Spaces]	43
Hourly hire – Not-for-Profit (min 3 hourly hire)	[Large Community Spaces]	43
Hourly Rate – Non for profit	[Performance Spaces (Richmond Theatrette)]	44
Hungry Bin	[Waste Management]	50

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I		
Immunisation – alternative vaccinations	[Vaccine]	29
Immunisation – vaccinations	[Vaccine]	29
Infant screening program 0 to 4 years	[Vaccine – No Charge]	30
Influenza vaccine	[Vaccine]	29
Inspection	[Consent (RMA 2004)]	25
Inspection – Out of hours	[Consent (RMA 2004)]	25
Inspection – per inspection	[Miscellaneous]	41
Inspection – per inspection (out of hours)	[Miscellaneous]	41
Inspection of Dog/Cat register (per entry)	[Registration of Domestic Animal Business]	17
Installation of Car Share Bay	[Parking Services]	13
Installation of Loading Zone	[Parking Services]	13
Inter Library Loans	[Libraries]	5
Internet Access	[Libraries]	6
J		
January to June	[Kindergarten 4 Yr Old]	27
Joining Fee	[Debit Fees]	47
July to December	[Kindergarten 4 Yr Old]	27
Junior Team	[Category A]	22
Junior Team	[Category B]	22
Junior Team	[Cricket Synthetic]	22
Junior Team	[Football]	22
Junior Team	[Soccer]	23
K		
Kiosk	[Fairfield Amphitheatre]	45
Kitchen Use Only – per day	[Hire of Town Halls]	42
L		
Land information certificates	[Property & Rating Fees]	5
Land information certificates – 24 hour turnaround (online application only)	[Property & Rating Fees]	5
Late Booking Change Administration Fee	[Hire of Town Halls]	42
Late Booking Change Administration Fee	[Small Community Spaces]	43
Late Booking Change Administration Fee	[Medium Community Spaces]	43
Late Booking Change Administration Fee	[Large Community Spaces]	44
Late Booking Change Administration Fee	[Performance Spaces (Richmond Theatrette)]	44
Late booking fee	[Top Floor]	29
Late Booking Fee	[Hire of Town Halls]	42
Late Booking Fee	[Small Community Spaces]	43
Late Booking Fee	[Medium Community Spaces]	43
Late Booking Fee	[Large Community Spaces]	44
Late Booking Fee	[Performance Spaces (Richmond Theatrette)]	44
Late Fee for Vac Care, ASC, LDC, Kinder	[Late Fee – Childrens Services]	26
Late Fee for Vac Care, ASC, LDC, Kinder	[Late Fee – Childrens Services]	26
Library Bags	[Library Merchandise]	6
Library Keep Cups	[Library Merchandise]	6
Library USBs	[Library Merchandise]	6
Licenced premises – per table over 800mm (Including benches)	[Tables & Chairs]	15
Licensed Premises – per chair (600mm = 1 Chair)	[Tables & Chairs]	15
Licensed Premises – per table up to 800mm	[Tables & Chairs]	15
Linkage Program – Monthly Case Management Fee	[Home Care Packages (HCP)]	12
Liquor Licence Reports (site check and measure up to 500m2 of building)	[Miscellaneous]	41
Liquor Licensing Advice Requests	[Planning Enforcement]	16
Livestock (large)	[Animal Pound Release Fees]	17
Livestock (small)	[Animal Pound Release Fees]	16
LLLS Casual Fee	[Gym]	48
LLLS Casual Fee Concession	[Gym]	48
LLLS Joining Fee	[Gym]	48
Local law permit application fee (As required)	[Local Laws / Legislative Services]	14
Local Laws permit Inspection fee – After hours	[Local Laws / Legislative Services]	15
Local laws Permit refund fee	[Local Laws / Legislative Services]	14
Locker	[Casual Entry]	46
Lodgement of each certificate of pool and spa barrier compliance	[Pool & Spa Register related fees]	42
Lodgement of each certificate of pool and spa barrier non-compliance	[Pool & Spa Register related fees]	42
Lost Card	[Libraries]	5
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M		
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Major Event Permit (per event day) – Concession	[Event Permit – 500 or more persons or with significant structures or risks, as assessed by Council Officer]	46
Major Event Permit (per event day) – Full	[Event Permit – 500 or more persons or with significant structures or risks, as assessed by Council Officer]	46
Market Permit (One Off fee) – Concession	[Permits]	45
Market Permit (One Off fee) – Full	[Permits]	45
Medium Event Permit (per event day) – Concession	[Event Permit – 100 persons 500 or with minimal structures and risks]	45
Medium Event Permit (per event day) – Full	[Event Permit – 100 persons 500 or with minimal structures and risks]	45
Mini Clinic	[Burnley Golf Course]	50
Minor Sound Permit	[Permits]	45
Miscellaneous / Impound Fee	[Other]	16
Miscellaneous / Impound release Fee	[Local Laws / Legislative Services]	15
Miscellaneous commercial work e.g. remove hydrant hose	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	39
Mobile Food Van – Charity or Non for profit event	[Local Laws / Legislative Services]	14
Mobile Food Van – small private events permit 1 day or less	[Local Laws / Legislative Services]	14
Mobile Food Van (prescribed event area) each additional food van/stall over 5 vans	[Tables & Chairs]	15
Mobile Food Van (prescribed event area) multi max. 5 vans	[Tables & Chairs]	15
Mobile Food Van public land (once-off day rate)	[Tables & Chairs]	15
Mobile Food Vans – Concession Rate (Yarra Resident Only)	[Local Laws / Legislative Services]	14
Mobile Food Vans – Normal Rate	[Local Laws / Legislative Services]	14
More than $100,001 and not more than $1,000,000	[Other Development]	38
N		
National Squad (fortnightly)**	[Swim Lessons]	49
New dwellings: 2 attached	[Class 1 & 10]	39
New dwellings: single	[Class 1 & 10]	39
New Multiple Class 1 developments (Quotation)	[Class 1 & 10]	39
New registration – Application fee	[Aquatic Facilities]	18
New registration – Registration fee – lower risk services (note that registration is not subject to renewal)	[Premises Providing Personal Services]	20
New registration fee	[Aquatic Facilities]	18
New Registrations	[Premises Providing Personal Services]	19
New registrations – Application fee	[Commercial]	19
New registrations – Application fee	[Not For Profit]	19
New registrations – Application fee	[Premises Providing Personal Services]	19
New Registrations – Application fee	[Class 1 or Class 2 Premises]	17
New Registrations – Application fee	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
New Registrations – Application fee	[Not for Profit Class 3 Food Premises]	18
New registrations – Registration fee	[Commercial]	19
New registrations – Registration fee	[Not For Profit]	19
New Registrations – Registration fee	[Class 1 or Class 2 Premises]	17
New Registrations – Registration fee	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
New Registrations – Registration fee	[Not for Profit Class 3 Food Premises]	18
New registrations – Registration fee – higher risk services	[Premises Providing Personal Services]	20
New/Existing Mothers Screening program (Infants 0 to 4 years)	[Vaccine – No Charge]	30
Night parking rate	[Parking Services]	13
Nimenrix	[Vaccine]	29
Not for profit organisations – all classes	[Once-off Events]	18
Notice in a Newspaper	[Other Development]	38
O		
Occ Care 2 Hr Session	[Occasional Child Care]	27
Occ Care 2 Hr Session Concession	[Occasional Child Care]	27
Occ Care 3 Hr Session	[Occasional Child Care]	27
Occ Care 3 Hr Session Concession	[Occasional Child Care]	27
Occ Care 4 Hr Session	[Occasional Child Care]	27
Occ Care 4 Hr Session Concession	[Occasional Child Care]	27
Occupancy Fee – Commercial License/ Occupancy	[Road / Footpath Occupation Permit]	24
Occupancy Fee – Private single dwelling and local shop trader	[Road / Footpath Occupation Permit]	24
Occupation of parking bays – parking meter/first day – Commercial Street	[Parking Services]	13
Occupation of parking bays – parking meter/first day – Non Commercial Street	[Parking Services]	13
Occupation of parking bays – parking meter/subsequent day – Commercial street	[Parking Services]	13
Occupation of parking bays – parking meter/subsequent day – Non Commercial Street	[Parking Services]	13

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Fee Name	Parent	Page
O [continued]		
Occupation of public land (parks, roads, footpaths etc.) for events (commercial)	[Site Fees, Occupation Charges & Other Usage Charges]	44
Off Peak	[Debit Fees]	47
Off Peak Concession	[Debit Fees]	47
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Open Space PLI Insurance Community	[Site Fees, Occupation Charges & Other Usage Charges]	44
Other Development less than 5M	[Request to extend expiry date of a permit]	37
Other Development more than 5M	[Request to extend expiry date of a permit]	37
Out of Hours	[Permit Inspections]	23
Out of Hours Permit	[Permit Inspections]	23
Outreach for geographically isolated young mothers	[Vaccine – No Charge]	30
Outreach for young mothers of Koori/different ethnic backgrounds	[Vaccine – No Charge]	30
Over $500,000 (quotation based on consulting building surveyors schedule)	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	40
Overdue Registration Renewal Fee	[Other Fees]	20
P		
Paperbacks	[Book Sales]	6
Parking Fees – meters/ticket machines (per hour) spread from 0.00 to $10.00 max	[Parking Services]	13
Parking offences set out in Schedule 6 of the Road Safety (General) Regulations 2019	[Parking Services]	13
Parking Permit – Car Share Bay	[Parking Services]	13
Parking Permits – 1st Resident permit	[Parking Services]	13
Parking Permits – 1st Visitor permit	[Parking Services]	13
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Parking Permits – 2nd Visitor permits	[Parking Services]	13
Parking Permits – 3rd Resident permits	[Parking Services]	13
Parking Permits – 3rd Visitor permits	[Parking Services]	13
Parking Permits – Business – 1st permit	[Parking Services]	13
Parking Permits – Business – 2nd and subsequent permits	[Parking Services]	13
Parking Permits – Disabled	[Parking Services]	13
Parking sensor removal/reinstatement	[Road Reinstatement]	25
Parking signs – sign changes	[Engineering Planning]	50
Payment Arrangement fee (Rates – Referred for Legal Action)	[Property & Rating Fees]	5
Permit – Commercial Profit Making – Minor impact/small budget productions (incl films & ads)	[Filming & Commercial Still Photography Permit]	24
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Personal Care Low fee range – Couple $44,309 to $59,802 (HACCPYP)	[Personal Care – Low Fee Range]	8
Personal Care Low fee range – Couple Up to $44,309	[Personal Care – Low Fee Range]	8
Personal Care Low fee range – Family $44,309 to $66,009	[Personal Care – Low Fee Range]	8
Personal Care Low fee range – Family $44,309 to $66,009 (HACCPYP)	[Personal Care – Low Fee Range]	8
Personal Care Low fee range – Family Up to $44,309	[Personal Care – Low Fee Range]	8
Personal Care Low fee range – Single $28,605 to $39,089	[Personal Care – Low Fee Range]	8
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Plant and Equipment Permit – Commercial – Local road – Full road closure	[Road / Footpath Occupation Permit]	24
Planter box/tubs – Laneway garden permit fee	[Local Laws / Legislative Services]	14
Planter Box/Tubs (Excludes Tables & Chairs) Footpath trading only	[Local Laws / Legislative Services]	14
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Renewals	[Class 1 or Class 2 Premises]	17
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Renewals – Additional fee for each additional person than can be accommodated in excess of 5 (Max fee for 61+ persons)	[Commercial]	19
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Respite Care General High Range – Single Above $86,208	[Respite Care – High Fee Range]	10
Respite Care General Medium fee range – Couple $59,802 to $78,283	[Respite Care – Medium Fee Range]	9
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Respite Care General Medium fee range – Family $101,033 to $118,546 (HACCPYP)	[Respite Care – Medium Fee Range]	10
Respite Care General Medium fee range – Family $66,009 to $83,521	[Respite Care – Medium Fee Range]	9
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Respite Care General Medium fee range – Single $39,089 to $54,795	[Respite Care – Medium Fee Range]	9
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Respite Care Low fee range – Single Up to $28,605	[Respite Care – Low Fee Range]	9
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T		
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Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities Charity or Non for profit	[Local Laws / Legislative Services]	14
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U		
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Value $5,000 and greater (Statutory fee)	[Lodgement Fees (building work permit)]	39
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Y		
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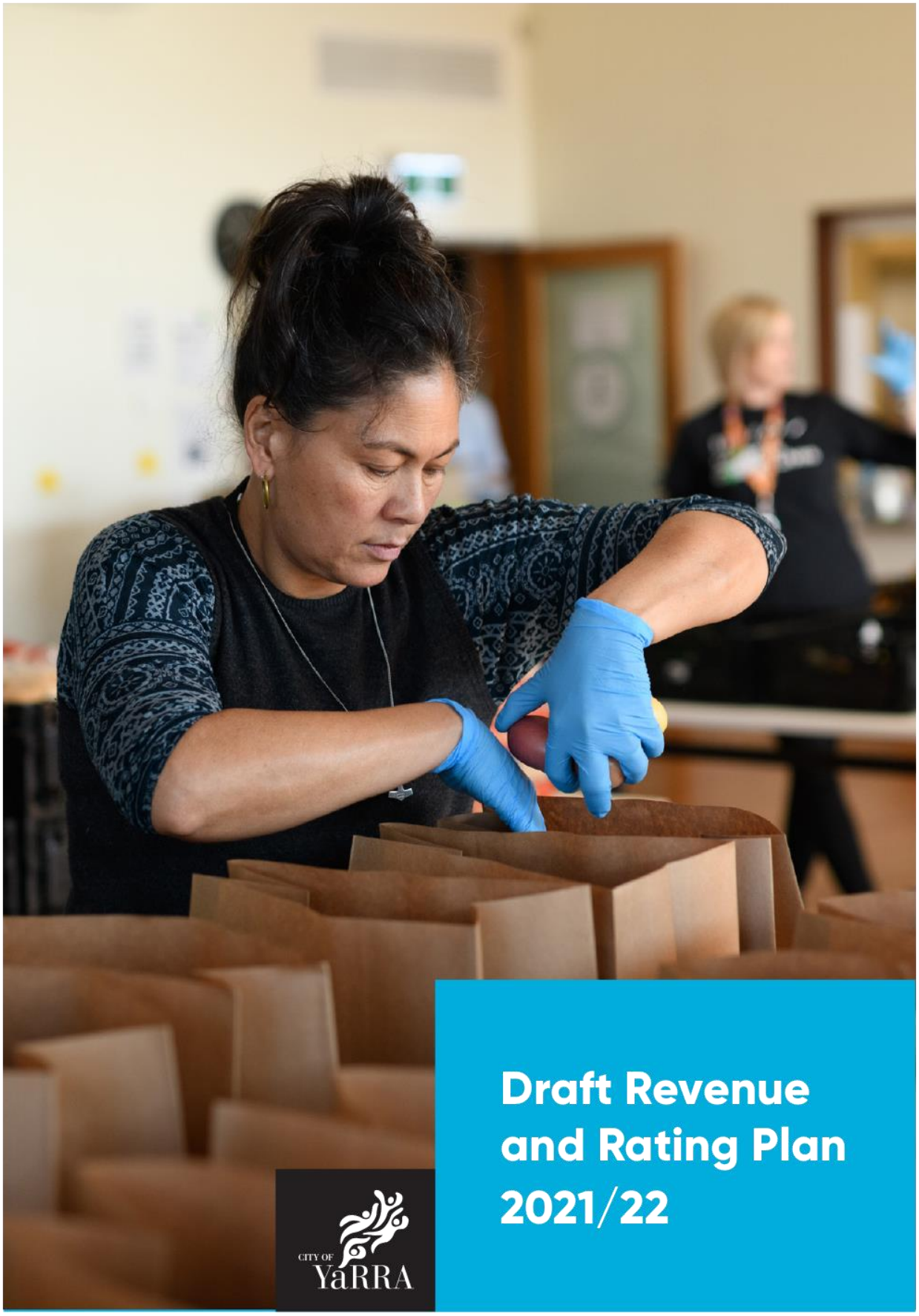
Attachment 2 - Draft Revenue and Rating Plan 2021-22



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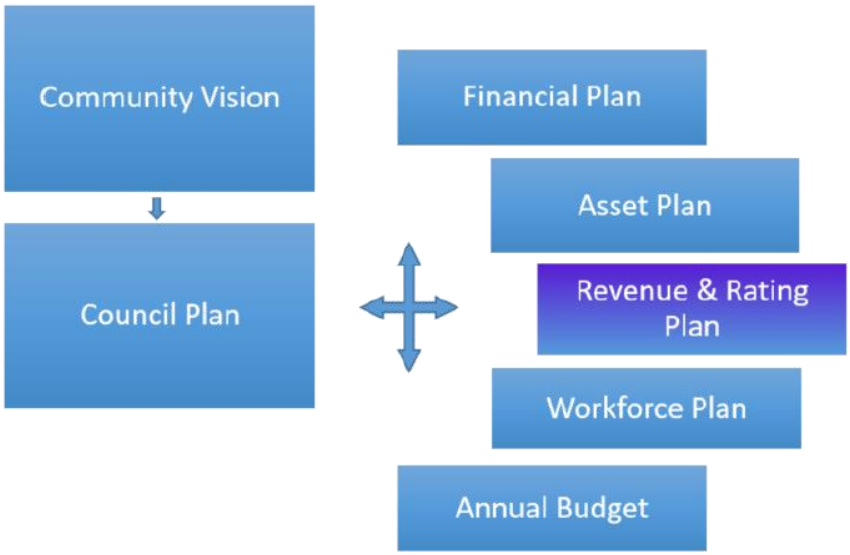
DRAFT

1.1 PURPOSE

The *Local Government Act 2020* requires each council to prepare a Revenue and Rating Plan to cover a minimum period of four years following each Council election. The Revenue and Rating Plan establishes the revenue raising framework within which the Council proposes to work.

The purpose of the Revenue and Rating Plan is to determine the most appropriate and affordable revenue and rating approach for Yarra City Council which in conjunction with other income sources will adequately finance the objectives in the council plan.

This plan is an important part of Council's integrated planning framework. Strategies outlined in this plan align with the objectives contained in the Council Plan and will feed into our budgeting and long-term financial planning documents, as well as other strategic planning documents under our Council's strategic planning framework.



This plan will explain how Council calculates the revenue needed to fund its activities, and how the funding burden will be apportioned between ratepayers and other users of Council facilities and services.

In particular, this plan will set out decisions that Council has made in relation to rating options available to it under the *Local Government Act 2020* to ensure the fair and equitable distribution of rates across property owners. It will also set out principles that are used in decision making for other revenue sources such as fees and charges.

It is also important to note that this plan does not set revenue targets for Council, it outlines the strategic framework and decisions that inform how Council will go about calculating and collecting its revenue.

1.2 INTRODUCTION

Council provides a number of services and facilities to our local community, and in doing so, must collect revenue to cover the cost of providing these services and facilities.

Council's revenue sources include:

- Rates and Charges
- Grants from other levels of Government
- Statutory Fees and Fines
- User Fees
- Cash and non-cash contributions from other parties (i.e. developers)
- Interest from investments
- Sale of Assets

Rates are the most significant revenue source for Council and make up over 50% of its annual income.

The introduction of rate capping under the Victorian Government's Fair Go Rates System (FGRS) has brought a renewed focus to Council's long-term financial sustainability. The FGRS continues to restrict Council's ability to raise revenue above the rate cap unless application is made to the Essential Services Commission for a variation. Maintaining service delivery levels and investing in community assets remain key priorities for Council. This strategy will address Council's reliance on rate income and provide options to actively reduce that reliance.

Council provides a wide range of services to the community, often for a fee or charge. The nature of these fees and charges generally depends on whether they relate to statutory or discretionary services. Some of these, such as statutory planning fees are set by State Government statute and are commonly known as regulatory fees. In these cases, councils usually have no control over service pricing. However, in relation to other services, Council has the ability to set a fee or charge and will set that fee based on the principles outlined in this Revenue and Rating Plan.

Council revenue can also be adversely affected by changes to funding from other levels of government. Some grants are tied to the delivery of council services, whilst many are tied directly to the delivery of new community assets, such as roads or sports pavilions. It is important for Council to be clear about what grants it intends to apply for, and the obligations that grants create in the delivery of services or infrastructure.

1.3 COMMUNITY ENGAGEMENT

The Revenue and Rating Plan outlines Council's decision-making process on how revenues are calculated and collected. The following public consultation process will be followed to ensure due consideration and feedback is received from relevant stakeholders.

Revenue and Rating Plan community engagement process:

- Draft Revenue and Rating Plan prepared by officers;
- Draft Revenue and Rating Plan placed on public exhibition after Council meeting in April for a period of 28 days and calling for feedback;
- Community engagement through local news outlets and social media;
- Hearing from community members wanting to speak to their feedback in June; and
- Draft Revenue and Rating Plan (with any revisions) presented to Council meeting in June for adoption.

This is conducted as part of the community engagement process for the annual budget.

1.4 RATES AND CHARGES

Rates are property taxes that allow Council to raise revenue to fund essential public services to cater to their municipal population. Importantly, it is a taxation system that includes flexibility for councils to utilise different tools in its rating structure to accommodate issues of equity and to ensure fairness in rating for all ratepayers.

Council has an option of a rating structure comprised of three key elements. These are:

- **General Rates** – Based on property values, which are indicative of capacity to pay and form the central basis of rating under the *Local Government Act 1989*;
- **Service Charges** - A 'user pays' component for council services to reflect benefits provided by Council to ratepayers who benefit from a service; and
- **Municipal Charge** - A 'fixed rate" portion per property to cover some of the administrative costs of Council.

The formula for calculating General Rates, excluding any additional charges, arrears or additional supplementary rates is:

- Valuation x Rate in the Dollar

The rate in the dollar is included in Council's annual budget.

Rates and charges are an important source of revenue, accounting for over 50% of operating revenue received by Council. The collection of rates is an important factor in funding Council services.

Planning for future rate increases is therefore an essential component of the long-term financial planning process and plays a significant role in funding both additional service delivery and the increasing costs related to providing Council services.

Council is aware of the balance between rate revenue (as an important income source) and community sensitivity to rate increases. With the introduction of the State Government's Fair Go Rates System, all rate increases are capped to a rate declared by the Minister for Local Government, which is announced in December for the following financial year.

Council currently only applies a service charge for the collection and disposal of refuse on non-ratable properties.

Council currently does not levy a municipal charge.

1.4.1 RATING LEGISLATION

The legislative framework set out in the *Local Government Act 1989* determines council's ability to develop a rating system. The framework provides significant flexibility for Council to tailor a system that suits its needs.

Section 155 of the *Local Government Act 1989* provides that a Council may declare the following rates and charges on ratable land:

- General rates under Section 158
- Municipal charges under Section 159
- Service rates and charges under Section 162
- Special rates and charges under Section 163

The recommended strategy in relation to municipal charges, service rates and charges and special rates and charges are discussed later in this document.

In raising Council rates, Council is required to primarily use the valuation of the ratable property to levy rates. Section 157 (1) of the *Local Government Act 1989* provides Council with three choices in terms of which valuation base to utilise. They are: Site Valuation, Capital Improved Valuation (CIV) and Net Annual Value (NAV).

The advantages and disadvantages of the respective valuation basis are discussed further in this document. Whilst this document outlines Council's strategy regarding rates revenue, rates data will be contained in the Council's Annual Budget as required by the *Local Government Act 2020*.

Section 94(2) of the *Local Government Act 2020* states that Council must adopt a budget by 30 June each year (or at another time fixed by the Minister) to include:

a) the total amount that the Council intends to raise by rates and charges;
b) a statement as to whether the rates will be raised by the application of a uniform rate or a differential rate:
c) a description of any fixed component of the rates, if applicable;
d) if the Council proposes to declare a uniform rate, the matters specified in section 160 of the *Local Government Act 1989*;
e) if the Council proposes to declare a differential rate for any land, the matters specified in section 161(2) of the *Local Government Act 1989*;

Section 94(3) of the *Local Government Act 2020* also states that Council must ensure that, if applicable, the budget also contains a statement –

a) that the Council intends to apply for a special order to increase the Council's average rate cap for the financial year or any other financial year; or
b) that the Council has made an application to the ESC for a special order and is waiting for the outcome of the application; or
c) that a special Order has been made in respect of the Council and specifying the average rate cap that applies for the financial year or any other financial year.

This plan outlines the principles and strategic framework that Council will utilise in calculating and distributing the rating burden to property owners, however, the quantum of rate revenue will be determined in the annual budget.

In 2019 the Victorian State Government conducted a Local Government Rating System Review. The Local Government Rating System Review Panel presented their final report and list of recommendations to the Victorian Government in March 2020. The Victorian Government subsequently published a response to the recommendations of the Panel's report. However, at the time of publication the recommended changes have not yet been implemented, and timelines to make these changes have not been announced.

1.4.2 RATING PRINCIPLES

Taxation Principles:

When developing a rating strategy, a Council should give consideration to the following good practice taxation principles:

- Wealth Tax
- Equity
- Efficiency
- Simplicity
- Benefit
- Capacity to Pay
- Diversity.

Wealth Tax

The "wealth tax" principle implies that the rates paid are dependent upon the value of a ratepayer's real property and have no correlation to the individual ratepayer's consumption of services or the perceived benefits derived by individual ratepayers from the expenditures funded from rates.

Equity

Horizontal equity – ratepayers in similar situations should pay similar amounts of rates (ensured mainly by accurate property valuations, undertaken in a consistent manner, their classification into homogenous property classes and the right of appeal against valuation).

Vertical equity – those who are better off should pay more rates than those worse off (the rationale applies for the use of progressive and proportional income taxation. It implies a "relativity" dimension to the fairness of the tax burden).

Efficiency

Economic efficiency is measured by the extent to which production and consumption decisions by people are affected by rates.

Simplicity

How easily a rates system can be understood by ratepayers and the practicality and ease of administration.

Benefit

The extent to which there is a nexus between consumption/benefit and the rate burden.

Capacity to Pay

The capacity of ratepayers or groups of ratepayers to pay rates.

Diversity

The capacity of ratepayers within a group to pay rates.

The rating challenge for Council therefore is to determine the appropriate balancing of competing considerations.

Rates and Charges Revenue Principles:

Property rates will:
- be reviewed annually;
- not change dramatically from one year to next; and
- be sufficient to fund current expenditure commitments and deliverables outlined in the Council Plan, Financial Plan and Asset Plan.

1.4.3 DETERMINING WHICH VALUATION BASE TO USE

Under the *Local Government Act 1989*, Council has three options as to the valuation base it elects to use. They are:
- **Capital Improved Value (CIV)** – Value of land and improvements upon the land.
- **Site Value (SV)** – Value of land only.
- **Net Annual Value (NAV)** – Rental valuation based on CIV.

For residential and farm properties, NAV is calculated at 5 per cent of the Capital Improved Value. For commercial and industrial properties, NAV is calculated as the greater of the estimated annual rental value or 5 per cent of the CIV.

Capital Improved Value (CIV)

Capital Improved Value is the most commonly used valuation base by local government with over 90% of Victorian councils applying this methodology. Based on the value of both land and all improvements on the land, it is generally easily understood by ratepayers as it equates to the market value of the property.

CIV includes all property improvements, and hence is often supported on the basis that it more closely reflects "capacity to pay". The CIV rating method takes into account the full development value of the property, and hence better meets the equity criteria than Site Value and NAV.

Site value (SV)

There are currently no Victorian councils that use this valuation base. With valuations based simply on the valuation of land and with only very limited ability to apply differential rates, the implementation of Site Value in a Council context would cause a shift in rate burden from the industrial/commercial sectors onto the residential sector, and would hinder council's objective of a fair and equitable rating system.

Net annual value (NAV)

NAV, in concept, represents the annual rental value of a property. However, in practice, NAV is loosely linked to capital improved value for residential and farm properties. Valuers derive the NAV directly as 5 per cent of CIV.

In contrast to the treatment of residential and farm properties, NAV for commercial and industrial properties are assessed with regard to actual market rental. This differing treatment of commercial versus residential and farm properties has led to some suggestions that all properties should be valued on a rental basis.

Recommended valuation base

In choosing a valuation base, councils must decide on whether they wish to adopt a differential rating system (different rates in the dollar for different property categories) or a uniform rating system (same rate in the dollar). If a council was to choose the former, under the *Local Government Act 1989* it must adopt either of the CIV or NAV methods of rating.

Yarra City Council applies Net annual value (NAV) to all properties within the municipality to take into account the fully developed value of the property. This basis of valuation takes into account the total market value of the land plus buildings and other improvements.

Property Valuations

The *Valuation of Land Act 1960* is the principle legislation in determining property valuations. Under the *Valuation of Land Act 1960*, the Victorian Valuer-General conducts property valuations on an annual basis.

Supplementary Valuations

Supplementary valuations are carried out for a variety of reasons including rezoning, subdivisions, amalgamations, renovations, new constructions, extensions, occupancy changes and corrections. The Victorian Valuer-General is tasked with undertaking supplementary valuations and advises council on a monthly basis of valuation and Australian Valuation Property Classification Code (AVPCC) changes.

Supplementary valuations bring the value of the affected property into line with the general valuation of other properties within the municipality. Objections to supplementary valuations can be lodged in accordance with Part 3 of the *Valuation of Land Act 1960*. Any objections must be lodged with Council within two months of the issue of the supplementary rate notice.

Objections to property valuations

Part 3 of the *Valuation of Land Act 1960* provides that a property owner may lodge an objection against the valuation of a property or the Australian Valuation Property Classification Code (AVPCC) within two months of the issue of the original or amended (supplementary) Rates and Valuation Charges Notice (Rates Notice), or within four months if the notice was not originally issued to the occupier of the land.

A property owner must lodge their objection to the valuation or the AVPCC in writing to the Council. Property owners also have the ability to object to the site valuations on receipt of their Land Tax Assessment. Property owners can appeal their land valuation within two months of receipt of their Council Rate Notice (via Council) or within two months of receipt of their Land Tax Assessment (via the State Revenue Office).

1.4.4 RATING DIFFERENTIALS

Council raises its ad valorem rates through a uniform rate.

In the final report from the Local Government Rating System Review Panel, it was suggested that there is a lack of clarity about rationales and evidence for using differentials. The simplest form of ad valorem rates is the uniform rate. This is raised by a single rate in the dollar being applied to the valuation of all properties in the municipality.

1.4.5 MUNICIPAL CHARGE

Another principle rating option available to Councils is the application of a municipal charge. Under Section 159 of the *Local Government Act 1989*, Council may declare a municipal charge to cover some of the administrative costs of the Council. The legislation is not definitive on what comprises administrative costs and does not require Council to specify what is covered by the charge.

The application of a municipal charge represents a choice to raise a portion of the rates by a flat fee for all properties, rather than sole use of the valuation.

Under the *Local Government Act 1989*, a council's total revenue from a municipal charge in a financial year must not exceed 20 per cent of the combined sum total of the Council's total revenue from the municipal charge and the revenue from general rates (total rates).

The municipal charge applies equally to all properties and is based upon the recovery of a fixed cost of providing administrative services irrespective of valuation. The same contribution amount per assessment to cover a portion of council's administrative costs can be seen as an equitable method of recovering these costs.

Council currently does not levy a municipal charge.

1.4.6 SPECIAL CHARGE SCHEMES

The *Local Government Act 1989* recognises that councils need help to provide improved infrastructure for their local communities. Legislation allows councils to pass on the cost of capital infrastructure to the owner of a property that generally receives a unique benefit from the construction works. The technical explanation of a Special Charge comes from legislation (under the *Local Government Act 1989*) that allows councils to recover the cost of works from property owners who will gain special benefit from that work.

The purposes for which special rates and special charges may be used include road construction, kerb and channelling, footpath provision, drainage, and other capital improvement projects.

The special rate or special charges may be declared on the basis of any criteria specified by the council in the rate (Section 163 (2)). In accordance with Section 163 (3), council must specify:

a. the wards, groups, uses or areas for which the special rate or charge is declared; and
b. the land in relation to which the special rate or special charge is declared;
c. the manner in which the special rate or special charge will be assessed and levied; and
d. details of the period for which the special rate or special charge remains in force.

The special rates and charges provisions are flexible and can be used to achieve a wide range of community objectives. The fundamental principle of special rates and charges is proof "special benefit" applies to those being levied. For example, they could be used to fund co-operative fire prevention schemes. This would ensure that there were no 'free-riders' reaping the benefits but not contributing to fire prevention.

Landscaping and environmental improvement programs that benefit small or localised areas could also be funded using special rates or charges.

Council has one current special charge scheme at this moment.

1.4.7 SERVICE RATES AND CHARGES

Section 162 of the *Local Government Act 1989* provides council with the opportunity to raise service rates and charges for any of the following services:

a. The provision of a water supply;
b. The collection and disposal of refuse;
c. The provision of sewage services;
d. Any other prescribed service.

Council currently only applies a service charge for the collection and disposal of refuse on non-ratable properties.

1.4.8 COLLECTION AND ADMINISTRATION OF RATES AND CHARGES

The purpose of this section is to outline the rate payment options, processes, and the support provided to ratepayers facing financial hardship.

Payment options
In accordance with section 167(1) of the *Local Government Act 1989* ratepayers have the option of paying rates and charges by way of four instalments. Payments are due on the prescribed dates below:

- 1st Instalment: 30 September
- 2nd Instalment: 30 November
- 3rd Instalment: 28 February
- 4th Instalment: 31 May

Council offers a range of payment options including:

- in person at Council offices (cheques, money orders, EFTPOS, credit/debit cards and cash),
- online via Council's ratepayer portal, direct debit (on prescribed instalment due dates or monthly),
- BPAY,
- Australia Post (over the counter, over the phone via credit card and on the internet),
- by mail (cheques and money orders only).
- by phone (1300 792 772), it accepts payment only by Visa and Mastercard.

Interest on arrears and overdue rates

Interest is charged on all overdue rates in accordance with Section 172 of the *Local Government Act 1989*. The interest rate applied is fixed under Section 2 of the *Penalty Interest Rates Act 1983*, which is determined by the Minister and published by notice in the Government Gazette.

Pensioner rebates

Holders of a Centrelink or Veteran Affairs Pension Concession card or a Veteran Affairs Gold card which stipulates TPI or War Widow may claim a rebate on their sole or principal place of residence. Upon initial application, ongoing eligibility is maintained, unless rejected by Centrelink or the Department of Veteran Affairs during the annual verification procedure. Upon confirmation of an eligible pensioner concession status, the pensioner rebate is deducted from the rate account before payment is required by the ratepayer.

Deferred payments

Under Section 170 of the *Local Government Act 1989*, Council may defer the payment of any rate or charge for an eligible ratepayer whose property is their sole place of residency, allowing ratepayers an extended period of time to make payments or alternatively to forestall payments on an indefinite basis until the ratepayer ceases to own or occupy the land in respect of which rates and charges are to be levied. Deferral of rates and charges are available to all ratepayers who satisfy the eligibility criteria and have proven financial difficulties.

Financial Hardship Policy

It is acknowledged at the outset that various ratepayers may experience financial hardship for a whole range of issues and that meeting rate obligations constitutes just one element of a number of difficulties that may be faced. The purpose of the Financial Hardship Policy is to provide options for ratepayers facing such situations to deal with the situation positively and reduce the strain imposed by financial hardship. Ratepayers may elect to either negotiate a rate payment plan or apply for a rate deferral.

Debt recovery

Council makes every effort to contact ratepayers at their correct address, but it is the ratepayers' responsibility to properly advise Council of their contact details. The *Local Government Act 1989* Section 230 and 231 requires both the vendor and buyer of property, or their agents (e.g. solicitors and or conveyancers), to notify Council by way of notice of disposition or acquisition of an interest in land.

In the event that an account becomes overdue, Council will issue an overdue reminder notice which will include accrued penalty interest. In the event that the account remains unpaid, Council may take legal action without further notice to recover the overdue amount. All fees and court costs incurred will be recoverable from the ratepayer.

If an amount payable by way of rates in respect to land has been in arrears for three years or more, Council may take action to sell the property in accordance with the *Local Government Act 1989* Section 181.

Fire Services Property Levy
In 2016 the Victorian State Government passed legislation requiring the Fire Services Property Levy to be collected from ratepayers. Previously this was collected through building and property insurance premiums. The Fire Services Property Levy helps fund the services provided by the Metropolitan Fire Brigade (MFB) and Country Fire Authority (CFA), and all levies collected by Council are passed through to the State Government.

The Fire Services Property Levy is based on two components, a fixed charge, and a variable charge which is linked to the Capital Improved Value of the property. This levy is not included in the rate cap and increases in the levy are at the discretion of the State Government.

1.5 OTHER REVENUE ITEMS

1.5.1 USER FEES AND CHARGES

User fees and charges are those that Council will charge for the delivery of services and use of community infrastructure.

Examples of user fees and charges include:
- Kindergarten and Childcare fees
- Leisure Centre, Gym, and Pool visitation and membership fees
- Waste Management fees
- Aged and Health Care service fees
- Leases and facility hire fees

The provision of infrastructure and services form a key part of council's role in supporting the local community. In providing these, council must consider a range of 'Best Value' principles including service cost and quality standards, value-for-money, and community expectations and values. Council must also balance the affordability and accessibility of infrastructure and services with its financial capacity and in the interests of long-term financial sustainability.

Councils must also comply with the government's Competitive Neutrality Policy for significant business activities they provide and adjust their service prices to neutralise any competitive advantages when competing with the private sector.

Council has adopted a pricing policy that guides the setting of user fees and charges for Council services with transparency, consistency and equity. Council is progressively implementing this policy.

1.5.2 STATUTORY FEES AND CHARGES

Statutory fees and fines are those which council collects under the direction of legislation or other government directives. The rates used for statutory fees and fines are generally advised by the state government department responsible for the corresponding services or legislation, and generally councils will have limited discretion in applying these fees.

Examples of statutory fees and fines include:
- Planning and subdivision fees
- Building and Inspection fees
- Infringements and fines
- Land Information Certificate fees

Penalty and fee units are used in Victoria's Acts and Regulations to describe the amount of a fine or a fee.

Penalty units

Penalty units are used to define the amount payable for fines for many offences. For example, the fine for selling a tobacco product to a person aged under 18 is four penalty units.

One penalty unit is currently $165.22, from 1 July 2020 to 30 June 2021.

The rate for penalty units is indexed each financial year so that it is raised in line with inflation. Any change to the value of a penalty unit will happen on 1 July each year.

Fee units

Fee units are used to calculate the cost of a certificate, registration or licence that is set out in an Act or Regulation. For example, the cost of depositing a Will with the supreme court registrar of probates is 1.6 fee units.

The value of one fee unit is currently $14.81. This value may increase at the beginning of a financial year, at the same time as penalty units.

The cost of fees and penalties is calculated by multiplying the number of units by the current value of the fee or unit. The exact cost may be rounded up or down.

1.5.3 GRANTS

Grant revenue represents income usually received from other levels of government. Some grants are singular and attached to the delivery of specific projects, whilst others can be of a recurrent nature and may or may not be linked to the delivery of projects.

Council will pro-actively advocate to other levels of government for grant funding support to deliver important infrastructure and service outcomes for the community. Council may use its own funds to leverage higher grant funding and maximise external funding opportunities.

When preparing its financial plan, council considers its project proposal pipeline, advocacy priorities, upcoming grant program opportunities, and co-funding options to determine what grants to apply for. Council will only apply for and accept external funding if it is consistent with the Community Vision and does not lead to the distortion of Council Plan priorities.

Grant assumptions are then clearly detailed in council's budget document. No project that is reliant on grant funding will proceed until a signed funding agreement is in place.

1.5.4 CONTRIBUTIONS

Contributions represent funds received by council, usually from non-government sources, and are usually linked to projects.

Contributions can be made to council in the form of either cash payments or asset hand-overs.

Examples of contributions include:
- Monies collected from developers under planning and development agreements
- Monies collected under developer contribution plans and infrastructure contribution plans
- Contributions from user groups towards upgrade of facilities
- Assets handed over to council from developers at the completion of a subdivision, such as roads, drainage, and streetlights.

Contributions should always be linked to a planning or funding agreement. Council will not undertake any work on a contribution-funded project until a signed agreement outlining the contribution details is in place.

Contributions linked to developments can be received well before any council expenditure occurs. In this situation, the funds will be identified and held separately for the specific works identified in the agreements.

1.5.5 INTEREST ON INVESTMENTS

Council receives interest on funds managed as part of its investment portfolio, where funds are held in advance of expenditure, or for special purposes. The investment portfolio is managed per council's investment policy, which seeks to earn the best return on funds, whilst minimising risk.

1.5.6 BORROWINGS

Whilst not a source of income, borrowings can be an important cash management tool in appropriate circumstances. Loans can only be approved by council resolution. The following financial sustainability principles must be adhered to with new borrowings:

- Borrowings must only be applied for where it can be proven that repayments can be met in the Long Term Financial Plan
- Council will maintain its debt at levels which are sustainable.

DRAFT

8.2 493, 495 and 497 Swan Street, Richmond - Further Strategic Work

Executive Summary

Purpose

The purpose of this report is for Council to consider:

(a) the findings of the further strategic work undertaken for the land at 493-497 Swan Street; and

(b) officer advice on whether additional built form requirements should apply to the properties at 493-497 Swan Street, Richmond via a *Design and Development Overlay* (DDO).

Key Issues

On 15 December 2020, Council resolved to adopt Amendment C191yara (Swan Street Major Activity Centre built form controls) with changes and authorised officers to:

(a) *progress further strategic work as soon as practicable (subject to officers capacity and resources to undertake such work) for the land identified as Land subject to future strategic work at Map 2 of the Swan Street Framework Plan of clause 21.12; and*

(b) *prepare a report for Council to consider by April 2021 in relation to the sites at 493-497 Swan Street based on the findings of the consultant team.*

In January 2021, Council engaged urban design and heritage consultants to undertake an independent review of the properties at 493, 495 and 497 Swan Street, Richmond.

The further strategic work recommended the following built form requirements for the three properties to better manage the design of new development:

(a) building height: a *mandatory* maximum building height of 11m;

(b) upper level setback: a *preferred* minimum upper level floor setback of 12m from the Swan Street front title boundary;

(c) rear interface: a *preferred* maximum rear wall height of 11m on the boundary, consistent with interface “I” in Table 1 and Figure 1 in adopted DDO28, and

(d) side interface to 499 Swan Street: a *preferred* maximum side wall height of 8m on the common boundary followed by an angled setback of 64° above the side wall, consistent with interface “I” in Table 1 and Figure 2 in adopted DDO28.

Officers consider that the recommended built form requirements would (amongst other things):

(a) provide a higher level of clarity and certainty on outcomes for Council and the community;

(b) protect and maintain the identified heritage fabric of the properties;

(c) provide for an appropriate transition in scale from the 18m *mandatory* maximum height limit affecting 487-491 Swan Street to the 9m *mandatory* maximum height limit affecting land within the NRZ (including 499 and 501 Swan Street);

(d) allow for the development of the properties, appropriate to the role and function of a Major Activity Centre; and

(e) limit amenity impacts on adjoining residential properties.

A *Design and Development Overlay* would be the appropriate planning mechanism to implement the recommended requirements, which are based on a demonstrated need to control built form.

Until notice of approval of Amendment C191yara is published in the Government Gazette, Council cannot seek 'authorisation' from the Minister for Planning to prepare an amendment to the Scheme to include 493-497 Swan Street in Precinct four of Schedule 28 to the *Design and Development Overlay.*

Financial Implications

Costs associated with the amendment (including exhibition and Panel) would be met through the City Strategy Branch budget.

PROPOSAL

To implement the recommended built form requirements, Council has two options:

Endorse *493-497 the Swan Street, Richmond Built Form Review* (Hodyl & Co, March 2021) and the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* (GJM Heritage, March 2021), and include it in a future amendment once Amendment C191yara is gazetted, and the strategic work has been completed for all land identified as *"Land subject to future strategic work"* at Map 2 of the Swan Street Framework Plan;

or

Endorse *493-497 Swan Street, Richmond Built Form Review* (Hodyl & Co, March 2021) and the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* (GJM Heritage, March 2021) and include the three properties in a new, standalone DDO.

The officer recommendation is to pursue option a) based on the justification outlined in this report.

8.2 493, 495 and 497 Swan Street, Richmond - Further Strategic Work

Reference	D21/19306
Author	Alayna Chapman - Senior Strategic Planner
Authoriser	Director Planning and Place Making

Purpose

1. The purpose of this report is for Council to consider:

   (a) the findings of the further strategic work undertaken for the land at 493-497 Swan Street; and

   (b) officer advice on whether additional built form requirements should apply to the properties at 493-497 Swan Street, Richmond via a *Design and Development Overlay*.

Critical analysis

History and background

2. Amendment C191yara proposed to apply the *Design and Development Overlay* to four precincts in the Swan Street Major Activity Centre to better manage the scale and design of new development in the area.

3. During the public exhibition of Amendment C191yara in early 2019, the owners of 497 Swan Street, Richmond requested that their property be included within the boundary of Precinct 4 Burnley Station (**Submission 21**). Refer to figure 1.

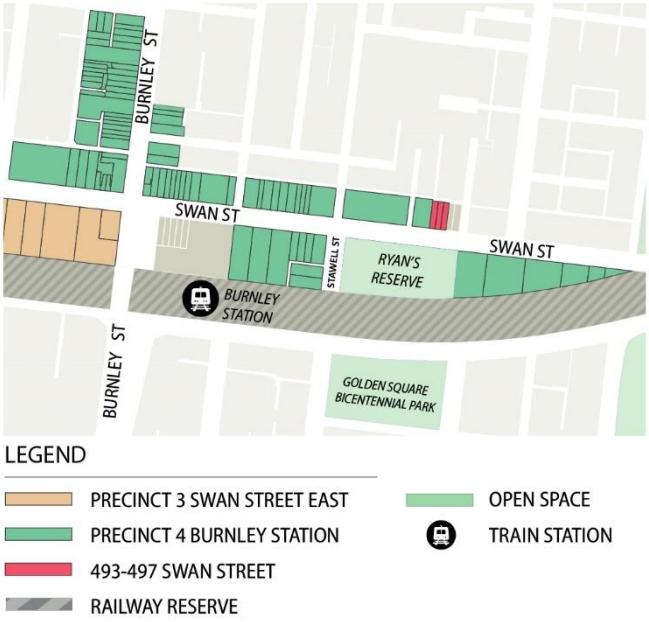


Figure 1. Swan Street Activity Centre precinct map

4. On 10 September 2019, Council considered Amendment C191yara and the submissions received to the amendment. Council resolved to refer all submissions to an independent Planning Panel and to:

   (a) note, in preparing C191 Council acknowledge that there was a strategic justification to maintain the current C1 Zoning at 493-497 Swan Street Richmond; and

   (b) refer Submission 21 to officers for further advice as to the opportunity to include properties at 493-497 Swan St Richmond into DDO17.

5. At the Amendment C191yara Planning Panel hearing in mid-2020, the Panel publicly considered 'Submission 21' together with additional written and verbal submissions from the owners of 497 Swan Street, Richmond.

6. The Panel, in their report, concluded that they did not support the Precinct 4 boundary of Schedule 28 to the *Design and Development Overlay* (**DDO28**) being realigned to include the properties at 493, 495 and 497 Swan Street, Richmond (**subject properties**) through Amendment C191yara because:

   (a) there is insufficient strategic work to support the proposal;

   (b) the implications of applying the DDO28 provisions need to be clearly understood; and

   (c) it is beyond the scope of the Amendment and should be reviewed through a separate process.

7. At its meeting on 15 December 2020, Council resolved to adopt **Amendment C191yara** with changes and authorised officers to:

   (a) progress further strategic work as soon as practicable (subject to officers capacity and resources to undertake such work) for the land identified as Land subject to future strategic work at Map 2 of the Swan Street Framework Plan of clause 21.12; and

   (b) prepare a report for Council to consider by April 2021 in relation to the sites at 493-497 Swan Street based on the findings of the consultant team.

8. While the subject properties are not included in the adopted version of DDO28 (Attachment 1), they are identified, along with land north of Richmond Station, as land subject to future strategic work in the adopted *Swan Street Framework Plan* (Attachment 2) at clause 21.12.

9. Amendment C191yara is currently awaiting approval from the Minister for Planning.

10. In January 2021, Council officers engaged the urban design consultants Hodyl & Co to undertake an independent review of the subject properties (figure 2.) and recommend, if necessary, built form requirements to better manage the design of new development. The purpose of this strategic work was to inform the officer advice contained in this report.

11. Given the subject properties are of heritage significance, Council also engaged the heritage consultant's GJM Heritage in January 2021 to ensure that any built form recommendations consider the heritage values of the subject properties and achieve acceptable heritage outcomes.

Figure 2. 493-497 Swan Street, Richmond

12. At their request, the owners of 497 Swan Street (Kellehers Australia) met with Council officers on 3 February 2020 to present the findings from their own independent built form review of the subject properties.

13. On 15 March 2021, Council received a submission from Kellehers Australia on behalf of the owners of the three subject properties.

14. In summary, the submission proposed the following built form parameters for a future Design and Development Overlay (**DDO**) over the properties:

    (a) building height: A 4 storey *mandatory* maximum building height (14m);

    (b) upper level setback: A upper level setback of approximately 9m from Swan Street followed by an additional setback of approximately 14m at the fourth floor;

    (c) rear interface: A *preferred* maximum rear wall height of 11m on the boundary followed by an angled setback of 45° above, consistent with interface "I" in *Table 1 – Street Wall Heights and Setbacks for Precinct 4* and Figure 1 in adopted DDO28; and

    (d) side interface to 499 Swan Street: A *preferred* maximum side wall height of 11m on the common boundary followed by an angled setback of 2:1 above the side wall.

15. While consideration of this submission by Council is not a statutory requirement under the *Planning and Environment Act 1987*, on 16 March 2021, officers circulated this submission to its consultant team for consideration as part of their assessment.

16. On 22 March, 2021 officers provided the consultant team with additional architectural plans provided by Kellehers Australia.

Existing conditions

17. The subject properties front Swan Street and extend to an unnamed laneway to the north. They are located at the very eastern end of the Swan Street commercial centre, on the northern side of the street. These midblock properties have a lot width of approximately 6m and a depth of approximately 29m.

18. The subject properties form part of a terraced row of four narrow, single storey houses (figure 3.). The red-brick masonry terraced row share a single pitched gabled roof form, which is clad in terracotta tiles and, beyond the ridgeline, corrugated metal sheeting. Original chimneys with terracotta pots are located on two of the party walls.

19. The terraced row was constructed circa 1900-1915 for use as dwellings. While 493, 495 and 499 Swan Street, Richmond retain their original residential form, the frontage of 497 Swan Street includes an interwar shopfront addition, which projects an additional 2m to the southern boundary.

20. Only one of the terraced houses has a valid planning permit that applies to the land. Planning Permit No. 9917110 was issued 22 May, 2000 for 497 Swan Street, Richmond and has not been acted on. The endorsed plans (dated 8 September, 2020) show:

    (a) part demolition of the rear;

    (b) 8.5m tall (three storeys) rear addition;

    (c) 9m upper level setback from the front title boundary; and

    (d) 5.6m rear wall height on the boundary.

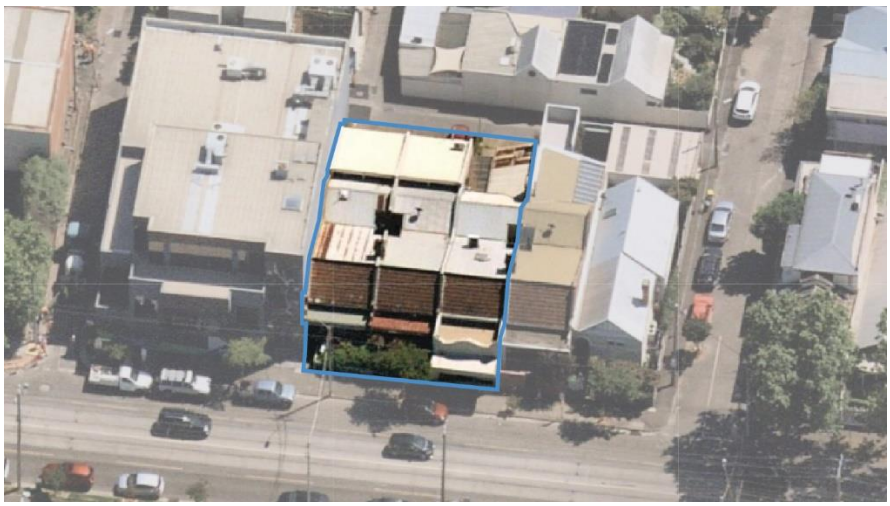


Figure 3. Aerial image of 493-497 Swan Street, Richmond

21. The property just east of the terraced row (501 Swan Street, Richmond) is a single storey house also dating from the Edwardian period. It occupies a corner site, addressing Swan Street to the south and bounded by Queen Street to the east and an unnamed laneway to the north. The properties from 493 to 501 Swan Street, Richmond form a cohesive early twentieth-century streetscape.

22. The property to the west of the terraced row at 487-491 Swan Street, Richmond is a three-storey, late twentieth-century commercial building. It occupies a corner site, addressing Swan Street to the south and bounded by Belgravia Street to the west and an unnamed laneway to the north. Council recently issued a Notice of Decision to Grant Permit (PLN20/0420) for this property that would allow for an 18m (five storey) office development – 11m podium with upper levels setback.

Current planning framework

23. The *Commercial 1 Zone* (**C1Z**) applies to the subject properties. The main purpose of the zone is to provide for a mix of uses at densities complementary to the role and scale of the commercial centre. There is limited built form guidance and no height or setback requirements within the existing Yarra Planning Scheme (**Scheme**) to guide development on the subject properties.

24. Land just west of the subject properties is included in both the C1Z and Schedule 17 to the *Design and Development Overlay* (Note: DDO17-4 will be superseded by DDO28 once it is approved by the Minister for Planning).

25. In interim DDO17-4, the property at 487-491 Swan Street is subject to:

    (a) a *mandatory* maximum height limit of 18m;

    (b) a *preferred* upper level setback of 5m; and a

    (c) *preferred* maximum front street wall height of 11m.

26. Land immediately east of the subject properties (499 Swan Street onwards) is included in the *Neighbourhood Residential Zone* (**NRZ**). The NRZ includes a *mandatory* maximum height limit of 9m.

27. The subject properties (along with the NRZ land to the north and east) are located within the *Bendigo Street Heritage Overlay Area* (**HO309**). HO309 is primarily residential in character, with most properties dating to the late nineteenth or early twentieth centuries. The subject properties are considered typical examples of Edwardian dwellings types within HO309 and are graded 'contributory' to the wider precinct.

28. The adopted *Yarra Housing Strategy 2018* (**Strategy**) and exhibited local housing policy (clause 16.01-2L - *Location of Residential Development*, proposed via Amendment C269) include the subject properties within the 'moderate change area'. The Strategy states that the provisions of built form overlays in the Scheme should determine the scale and form of residential growth in moderate change areas.

Discussion

Built form review

29. The *493-497 Swan Street, Richmond Built Form Review* (**Review**), issued April 2021 by Hodyl & Co provides the logic and evidence to support the introduction of built form requirements to the three subject properties to better manage the design of new development. Refer to Attachment 3 for a copy of the Review.

30. The Review includes five key principles (based on urban design analysis and the heritage advice from GJM Heritage) that articulate the *preferred* built form objectives sought for the three subject properties, including:

    (a) to avoid a visually dominant upper level from above the heritage buildings;

    (b) to maintain the cohesiveness of the cluster of heritage buildings with a shared roof form;

    (c) to provide an appropriate transition in scale to the heritage and residential buildings in the east;

    (d) to sufficiently retain the existing heritage fabric, and

    (e) to facilitate the delivery of buildings with a sufficient floorplate depth at upper levels (a minimum depth of 10m and a minimum width of 5m).

31. The Review tested twelve different built form scenarios against the five key principles to determine whether the design outcome was either preferred, acceptable or unacceptable.

32. The twelve scenarios are in Appendix A of the Review. This level of rigorous built form testing at a site-specific level is appropriate for properties at the interface of a commercial centre and residential neighbourhood and necessary for detailed built form controls in a DDO.

33. The principles and their application have informed specific recommendations for building heights, setbacks above heritage buildings and residential interface treatments.

34. In summary, the Review recommends the following built form requirements to achieve good built form outcomes for the properties:

    (a) building height: a *mandatory maximum building* height of 11m;

    (b) upper level setback: a *preferred* minimum upper level floor setback of 12m from the Swan Street front title boundary;

    (c) rear interface: a *preferred* maximum rear wall height of 11m on the boundary, consistent with interface "I" in Table 1 and Figure 1 in adopted DDO28; and

    (d) side interface to 499 Swan Street: a *preferred* maximum side wall height of 8m on the common boundary followed by an angled setback of 64° above the side wall, consistent with interface "I" in Table 1 and Figure 2 in adopted DDO28.

35. These requirements reflect advice by GJM Heritage contained in their report (refer to Attachment 4) to protect the identified architectural and heritage features (e.g. parapets, roofline treatments and view lines).

36. It is noted that no street wall height and setback requirements have been proposed, given the 'contributory' heritage grading of the subject properties.

37. The strategic basis for each recommended built form requirement is discussed in detail below.

Building height

38. The subject properties are uniquely positioned at the end of the Swan Street Activity Centre.

39. Any development of the subject properties should provide for an appropriate transition in built form scale from C1Z land down to NRZ land, which comprises lower scale attached and detached heritage houses.

40. The Review tested built form heights of 9m, 11m and 14.5m, having close regard to the application of the above key principles, particularly the desire to achieve visually recessive upper levels and an appropriate transition in scale to the heritage and residential buildings to the east.

41. The Review recommends a *mandatory maximum* building height of 11m.

42. It was determined that an 11m height limit would help ensure that new built form (while being visible above the ridgeline of the terrace row) would be visually recessive whilst accommodating development opportunities to the rear. A development of this height would also not visually dominate the western end of the *Bendigo Street Heritage Overlay Area*.

43. The Review has also had regard to surrounding approved and recently constructed development. These developments are important precedents that have been considered through detailed review to be acceptable.

44. A *mandatory maximum building height* of 11m would align with the proposed podium height of the approved 18m tall development at 487-491 Swan Street (see figure 4), providing an appropriate transition down in scale to the historic form of 499 and 501 Swan Street, Richmond to the east.

Figure 4. 3D modelling showing the recommended built form outcome, looking west from the southern footpath of Swan Street

45. The Review has been very selective in its application of *mandatory* controls to only where it is considered 'absolutely necessary', in accordance with *Planning Practice Note 60: Height and Setback Controls for Activity Centres (PPN60)*.

46. It is considered that the application of a *mandatory height control* is considered `absolutely necessary' to achieve the preferred built form outcomes for the subject properties, having regard to their heritage fabric and sensitive residential interfaces. This is consistent with the criteria used to establish *mandatory* controls in adopted DDO28 and strongly supported by the Amendment C191yara Planning Panel.

47. Importantly, the *mandatory maximum* height control is underpinned by comprehensive strategic work that meets the requirements of PPN60. The comprehensive built from testing and heritage advice found that the three subject properties provide unique a transition to lower scale properties to the east and that this exceptional circumstance warrants the introduction of a *mandatory maximum* height controls.

48. The advantage of *mandatory* controls (where justified and appropriate) is that they can provide more certainty to all parties.

Upper level setback:

49. A sufficient upper level setback is critical to retaining the visibility of the three-dimensional form and depth of a heritage building, from the public realm. GJM Heritage identified the following extent of heritage fabric of the subject properties to be retained:

    (a) all the built fabric from the Swan Street boundary to the ridgeline of the southern (tiled) roof slope facing Swan Street (including decorative ridge tiles); and

    (b) the full extent of the chimneys above the roof line on the party walls between properties 493 and 495 and 497 and 499.

50. The Review tested 9m, 10m, 11m and 12m setbacks to understand which setback would best retain these architectural elements and their prominence.

51. The Review recommends a 12m setback to appropriately retain the original elements of the fabric of the contributory buildings, including the principal façade, primary roof form and chimneys. The setback is approximately the depth of two front rooms as sought by the exhibited heritage local policy at Clause 15.03-1L (proposed via Amendment C269).

52. A 12m upper level setback also aligns with the depth of the retained historic fabric of the front part of the neighbouring houses at 499 and 501 Swan Street, Richmond and would create a consistent setback for new development behind the heritage build form of this part of HO309.

53. It is considered that the Review has also appropriately considered the opportunities for the properties to accommodate additional development without adversely impacting on heritage fabric.

54. A 12m upper level setback from the front title boundary would retain a developable envelope of at least 17m (a minimum floorplate depth of 10m and width of 5m is required for a development to be considered feasible).

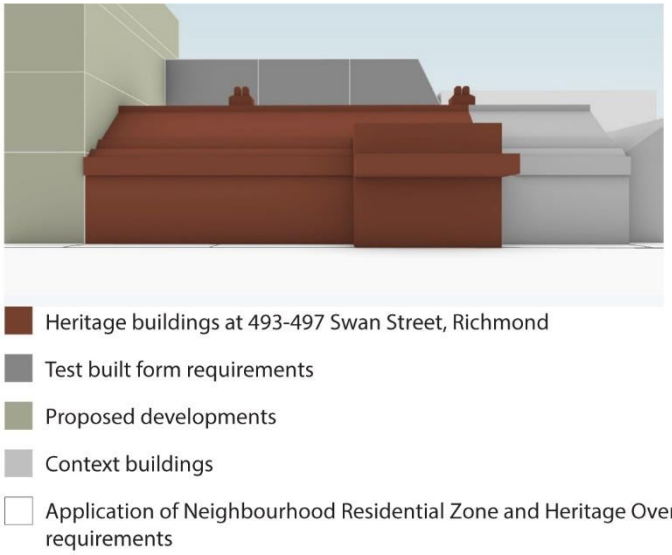


Figure 5. 3D modelling showing recommended built form outcome, looking north from the southern footpath on Swan Street.

Rear residential interface

55. While the rear of the subject sites' present opportunities for development, it is important that any development does not unreasonably impact the amenity of the adjoining sensitive residential areas to the north and east of the subject properties.

56. The rear of the subject sites is separated from the NRZ land to the north by an approximately 4m wide laneway. The adopted DDO28 includes a rear residential interface treatment for C1Z land abutting an existing laneway. This treatment was tested through the C191yara Panel process as appropriate for the Swan Street context. As such, the Review recommends the same interface treatment for the subject properties.

57. It is considered that a *preferred* maximum rear wall height of 11m on the boundary, consistent with interface "I" included in *Table 1 (Street Wall Heights and Setbacks for Precinct 4)* and shown in *Figure 1 (Interface with an existing laneway*) of DDO28, would ensure a developable envelope that corresponds with the proposed *mandatory* maximum 11m building height of the subject properties.

Rear residential interface

58. The property at 497 Swan Street, Richmond shares a boundary with the end terrace house at 499 Swan Street in the NRZ.

59. Adopted DDO28 includes a residential interface treatment for land in the C1Z directly abutting land in the NRZ. Given this treatment was also supported by C191yara Panel, the Review recommends the same treatment for the common boundary.

60. Appling a side wall height of 8m on the common boundary followed by an angled setback of 64° above the side wall, consistent with interface "I" included in *Table 1 (Street Wall Heights and Setbacks for Precinct 4)* and shown in *Figure 2 (Interface direct abuttal)* in adopted DDO28, would ensure an appropriate transition to the single storey dwelling at 499 Swan Street, achieving a key design principle.

Figure 6. 3D modelling showing recommended built form outcome, looking south from the eastern footpath on Queen Street

Officer advice

61. While HO309 helps protect the heritage fabric of the subject properties, there is limited built form guidance to manage the scale and design of new development at the rear of the subject properties.

62. It is considered that the Review provides a sound strategic basis for the introduction of the recommended built form requirements, which would (amongst other things):

    (a) provide a higher level of clarity and certainty for Council and the community;

(b) protect and maintain the identified heritage fabric of the properties;

(c) provide for an appropriate transition in scale from the 18m *mandatory* maximum height limit affecting 487-491 Swan Street and to the 9m *mandatory* height limit affecting land within the NRZ (including 499 and 501 Swan Street);

(d) allow for the development of the properties, appropriate to the role and function of a Major Activity Centre; and

(e) limit amenity impacts on adjoining residential properties.

63. Officers consider that a *Design and Development Overlay* would be the appropriate planning mechanism to implement the recommended requirements, which are based on a demonstrated need to control built form.

64. It is important to note that the adopted DDO28 has not been approved by the Minister for Planning and is not in the Yarra Planning Scheme.

65. Until notice of approval of Amendment C191yara is published in the government gazette, Council cannot seek 'authorisation' to prepare an amendment to the Scheme to include 493-497 Swan Street in Precinct four of DDO28.

Options

66. To implement the recommended built form requirements, Council has two options:

(a) endorse *493-497 Swan Street, Richmond Built Form Review* (Hodyl & Co, April 2021) and the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* (GJM Heritage, March 2021) and include it in a future amendment once Amendment C191 is gazetted and the strategic work has been complete for all land identified as "Land subject to future strategic work" at Map 2 of the Swan Street Framework Plan;

or

(b) endorse *493-497 Swan Street, Richmond Built Form Review* (Hodyl & Co, April 2021) and the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* (GJM Heritage, March 2021) and include the properties in standalone, new DDO.

67. Officers recommend pursuing **option (a)** for the reasons listed below.

(a) this would allow time for DDO28 to be approved and gazetted by the Minister for Planning. Given DDO28 has been tested through a rigorous Planning Panel process and applies to adjacent properties, it would likely be a more straightforward process to amend DDO28 to include 493-497 Swan Street in the Precinct 4 boundary rather than introduce a new separate DDO to just three properties;

(b) it would allow time for officers to progress strategic work for the remaining land identified as *"Land subject to future strategic work"* at Map 2 of the Swan Street Framework Plan. Officers could then implement any recommendations that arise from this work into the Scheme at the same time as the recommendations contained in the Review. One comprehensive amendment would be a cost and resource-efficient approach; and

(c) as adopted documents, *493-497 Swan Street, Richmond Built Form Review* (Hodyl & Co, April 2021) and the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* would clearly outline Council's expectations regarding the preferred development outcomes sought for the subject properties.

Community and stakeholder engagement

68. On 3 March 2021, the owners of 497 Swan Street and their consultants presented a submission on 493-497 Swan Street, Richmond.

69. On 15 March 2021, Council received a submission from Kellehers Australia on behalf of the owners of the three subject properties.

Policy analysis

Alignment to Council Plan

70. The work supports the following strategy in the Council Plan 2017-2021:

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

Climate emergency and sustainability implications

71. Redevelopment of the land would provide for an opportunity to address climate emergency objectives including:

    (a) opportunity for greater levels of sustainability through the redevelopment of land in keeping with Council's ESD policy; and

    (b) facilitate sustainable communities that are walking distances to sustainable transport options, employment and services.

Community and social implications

72. There are no specific social implications to endorsing an approach that seeks to provide certainty to the community around future built form outcomes on these properties as part of a future amendment.

Economic development implications

73. There are no specific economic implications to endorsing an approach to provide certainty to the community around future built form outcomes on these properties as part of a future amendment.

Human rights and gender equality implications

74. There are no known human rights implications to endorsing an approach to provide certainty to the community around future built form outcomes on these properties as part of a future amendment.

Operational analysis

Financial and resource impacts

75. The strategic planning budget has absorbed the strategic work required for this work relating to the subject properties.

76. Unless initiated by a proponent the costs of an amendment would need to be funded through the YCC strategic planning budget.

77. A standalone amendment would defer officers away from progressing amendments and projects that affect a greater number of properties in other Activity Centres. Recent amendments have demonstrated that the procedure is very long and time and resource intensive.

78. Option (a); being include in a 'future' amendment (rather than a stand-alone amendment) would be the most cost effective for the Council and would not, it is considered' unduly prejudice the land owner seeking this analysis and possible change.

Legal Implications

79. There are no known legal implications or obligations.

Conclusion

80. On 15 December 2020, Council authorised officers to undertake further strategic work for the subject properties at 493-497 Swan Street, Richmond and prepare a report to be considered by Council in April 2021.

81. In January 2021, Council engaged urban design and heritage consultants to undertake an independent review of the subject properties.

82. The Review found that built form requirements are required to better manage built form outcomes.

83. The Review recommended specific requirements for building heights, setbacks above heritage buildings and residential interface treatments. The recommendations of the Review are supported by robust and comprehensive strategic work and testing.

84. Officers consider that the recommended built form requirements would (amongst other things) retain the extent of heritage fabric identified by GJM Heritage as important whilst allowing for visually recessive new development above and behind the subject properties.

85. A *Design and Development Overlay* would be the appropriate planning mechanism to implement the recommended requirements, which are based on a demonstrated need to control built form.

86. Until notice of approval of Amendment C191yara is published in the Government Gazette, Council cannot seek 'authorisation' to prepare an amendment to the Scheme to include 493-497 Swan Street in Precinct four of DDO28.

87. Officers recommend adopting *493-497 Swan Street, Richmond Built Form Review* (Hodyl & Co, April 2021) and the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* (GJM Heritage, March 2021) as this would also allow time for DDO28 to be approved and gazetted by the Minister for Planning and time for officers to progress strategic work for the remaining land identified as *"Land subject to future strategic work"* at Map 2 of the Swan Street Framework Plan of clause 21.12, per the Council Resolution 15 December 2020.

88. By endorsing the documents, Council's expectations regarding the preferred development outcomes sought for the subject properties would be made clear until a future amendment to the Scheme to implement the built form requirements can be undertaken.

RECOMMENDATION

1. That Council:
   (a) note the officer report in relation to the land at 493-497 Swan Street, Richmond;
   (b) note Attachments 1, 2, 3 and 4 in relation to the findings of the further strategic work for the land at 493-497 Swan Street, and the officer advice on the further strategic work; and
   (c) endorse:
      (i) the *493-497 Swan Street, Richmond Built Form Review* (Hodyl & Co, April 2021) at Attachment 3; and
      (ii) the *Built Form Review: 493-499 Swan Street, Richmond Heritage Analysis & Built Form Review* (GJM Heritage, March 2021) at Attachment 4,

   as the strategic analysis underpinning a future planning scheme amendment for these sites.
2. That Council notes the 2 options contained in the officer report regarding future planning scheme Amendment processes, and notes the officer recommendation to prepare a future planning scheme amendment in conjunction with other planning scheme amendments for the reason of efficiency of process and resource allocation.
3. That Council authorises officers to:
   (a) prepare a report for Council to consider a future amendment that relates to all land identified as *"Land subject to future strategic work"* at Map 2 of proposed clause 22.12 of the Swan Street Framework Plan (**Map 2**) once the strategic work for the remaining land identified as *"Land subject to future strategic work"* at Map 2 has been completed and also after amendment C191yara has come into effect in the Yarra Planning Scheme.

Attachments

1⇩ Attachment 1 - Schedule 28 to tot the Design and Development Overlay

2⇩ Attachment 2 - Adopted Swan Street Framework Plan at clause 21.12 of the Yarra Planning Scheme

3⇩ Attachment 3 - 493-497 Swan Street, Richmond Built Form Review

4⇩ Attachment 4 - 493-497 Swan Street, Richmond Heritage Analysis & Built Form Review

Attachment 1 - Attachment 1 - Schedule 28 to tot the Design and Development Overlay

YARRA PLANNING SCHEME

--/--/----
Proposed C191yara

SCHEDULE 28 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO28**.

SWAN STREET ACTIVITY CENTRE - PRECINCT 4 BURNLEY STATION

1.0 Design objectives

--/--/----
Proposed C191yara

- To ensure development respects the scale, rhythm, and architectural detail of the streetscape and the heritage buildings in the Burnley Street Heritage Precinct.
- To support a new mid rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas that maintains an active, high quality and pedestrian friendly environment.
- To reinforce the corners of Swan Street and Burnley Street as a vibrant commercial, retail and residential location.
- To provide for taller development on the south side of Swan Street that delivers significant public realm outcomes and ensure development on both side of Swan Street maintains the amenity of Ryan's Reserve.
- To support high quality new buildings adjoining Burnley Station with mixed uses that activate and improve pedestrian connections to the station.

2.0 Buildings and works

--/--/----
Proposed C191yara

A permit is required to construct a building or construct or carry out works.

2.1 Definitions

Street-wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building. Street wall height is measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building at the street edge, with the exception of architectural features and building services.

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant (including properties on the Victorian Heritage Register).

Laneway means a road reserve, public highway or right of way 9 metres or less wide.

Building height means the vertical distance from natural ground level to the roof or parapet at any point.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Road boundary means the boundary between the public road and the private property.

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Upper level means development above the height of the street wall.

2.2 Requirements

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in the Height and Interface Plan 1 of this schedule.

2.3 Design requirements

The following design requirements apply to an application to construct a building or construct or carry out works.

Design quality requirements

Development should achieve urban design and architectural excellence.

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Development should provide for street activation at ground levels.

Development should be designed to avoid repetitive stepped form at upper levels.

Upper level development should be designed to ensure buildings provide detail on all facades when viewed from all directions.

Frontages at ground floor should incorporate verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development should maintain the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape within land affected by HO474.

Upper level development on land within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape; and
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Building height requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the built form outcome that results from the proposes variation satisfies the design objectives in Clause 1.0 of this schedule, and the relevant design requirements specified in this schedule; and
- the proposal achieves each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height;
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms; and
- where the proposal includes dwellings, it also achieves each of the following:

- housing for diverse households types;
- accessibility provision objective that exceeds the minimum standards in Clauses 55.07 and 58; and
- communal and/or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.

Architectural features may exceed the preferred or mandatory height.

Service equipment / structures including plant rooms, lift overruns, structures associated with green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment (other than solar panels);
- The equipment does not cause additional overshadowing; and
- The equipment does not extend higher than 3.6 metres above the maximum building height.

Street wall and setback requirements

Development along Swan Street must achieve a prominent street wall and provide an appropriate transition in the street wall height to the Burnley Street and Bendigo Street heritage precincts.

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule.
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule.
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as balconies, building services and architectural features must not intrude into a setback.

On corner sites where two different street wall heights are nominated, buildings should 'turn the corner' and apply the Swan Street wall height. If the Swan Street wall is higher it should transition to the lower nominated street wall height on the side street.

Building seperation requirements

Where development shares a common boundary and no interface treatment is shown in Plan 1, upper level development should:

- For buildings up to 28 metres, be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed.
- For buildings up to 28 metres, be setback a minimum of 3.0m from the common boundary, where a commercial or non-habitable window is proposed.
- For buildings taller than 28 metres, be setback a minimum of 6 metres above 28 metres.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Development of properties in the locations shown as "Upper Level Building Breaks" on Plan 1 should incorporate side setbacks greater than the setback distances required for upper level development on common boundaries set out above.

Development of properties in the locations shown as "Upper Level Building Breaks" on Plan 1 should enable clear views to the sky between buildings along Swan Street when viewed from the opposite side of Swan Street and along Cutter Street and Bendigo Street.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10 am and 2 pm at 22nd September.

- any part of the southern footpath of Swan Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow part of the opposite footpath of Burnley Street or Stawell Street (measured from the property boundary to the existing the kerb between 10 am and 2 pm at 22nd September), unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority.

Development should maintain solar access to Ryan's Reserve as follows:

- Beyond 16m of the eastern boundary of the reserve from 10 am onwards on 22 September.
- At the western boundary of the reserve until 2 pm on 22 September.

Vehicle and pedestrian access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plan 2 of this schedule except in locations identified as "Left in - Left Out Access Permitted".

Development identified as "Left in - Left Out Access Permitted" in the Access and Movement Plan must limit the width of vehicle crossovers and incorporate 'Left in' and 'Left out' only vehicle access.

Development with redundant vehicle access points to Swan Street and Burnley Street should reinstate the kerb, linemarked parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone shown on the Access and Movement Plan 2 of this schedule. Where pedestrian access can only be provided from a laneway at the rear of buildings the pedestrian entrance should be setback from the rear laneway and well-lit to enable safe access.

Development of 500 to 506 Swan Street, as shown in Plan 2, should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback and laneway should be a minimum width of 6m in total.

Development of 130 to 136 Stawell Street, as shown in Plan 2, should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback and laneway should be a minimum width of 3m in total.

Table 1 – Street Wall Heights and Setbacks for Precinct 4

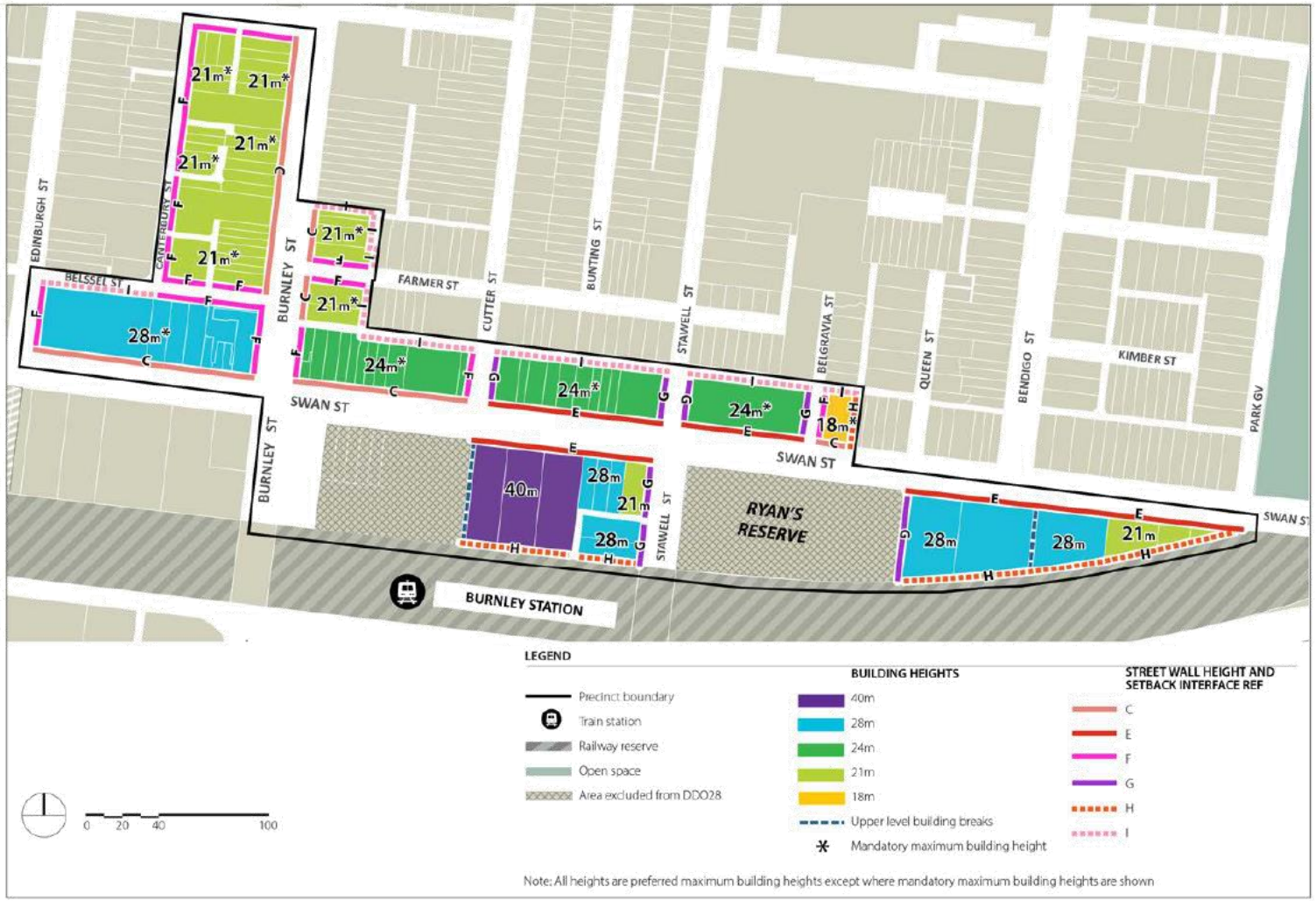
Interface Ref	Design Element	Mandatory Requirements	Preferred Requirements
C	Street wall height		11m maximum. 8m minimum. Match the parapet height of the taller adjoining heritage building, for a minimum length of 6m from the heritage building.

Interface Ref	Design Element	Mandatory Requirements	Preferred Requirements
	Street wall setback	0m.	
	Upper level setback	10m minimum from Swan Street setback for land affected by HO286 (365 Swan Street). Minimum 6m for other heritage buildings.	Minimum 6m elsewhere.
E	Street wall height		14m maximum.
	Street wall setback		0m.
	Upper level setback		6m minimum.
F	Street wall height		11m maximum.
	Street wall setback		0m.
	Upper level setback		6m minimum for heritage buildings. 3m minimum elsewhere.
G	Street wall height		14m maximum.
	Street wall setback		0m.
	Upper level setback		3m minimum.
H	Street wall height		N/A.
	Street wall setback		0m minimum unless setback is identified on the Plan 2.
	Upper level setback		0m.
I	Side and rear wall height		8m maximum on a common boundary with a property in a residential zone. 11m maximum if boundary abuts a laneway.
	Side and rear setback		Development should be setback in accordance with Figure 1 and Figure 2. Development should minimise stepped form.

Attachment 1 - Attachment 1 - Schedule 28 to tot the Design and Development Overlay

YARRA PLANNING SCHEME

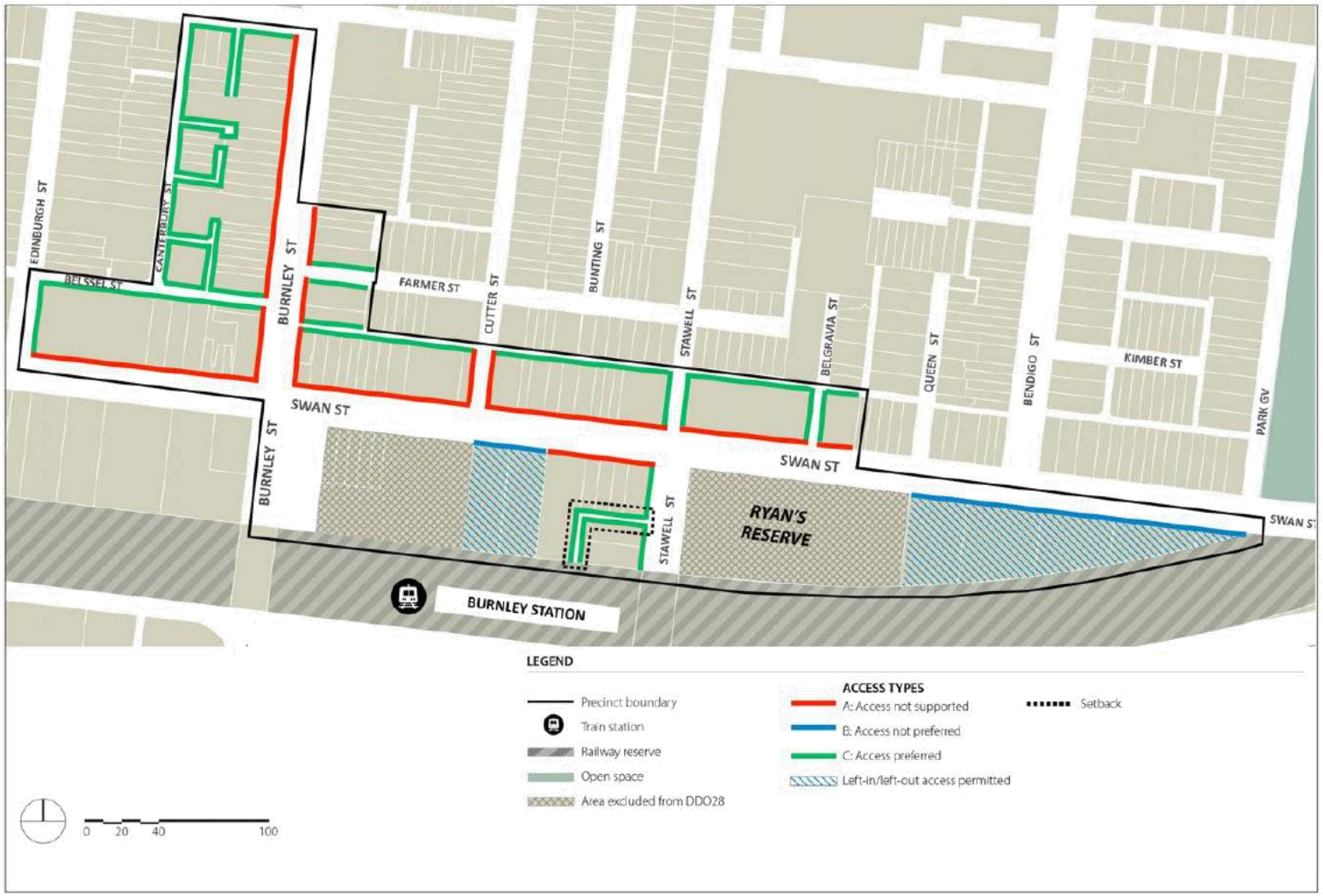
Plan 1: Height and Interface Plan – Precinct 4 Burnley Station



Attachment 1 - Attachment 1 - Schedule 28 to tot the Design and Development Overlay

YARRA PLANNING SCHEME

Plan 2: Access and Movement Plan – Precinct 4 Burnley Station



YARRA PLANNING SCHEME

3.0 Subdivision

--/--/---- Proposed C191yara

None specified.

4.0 Advertising

--/--/---- Proposed C191yara

None specified.

5.0 Application requirements

--/--/---- Proposed C191yara

An application must be accompanied by:

- A desktop wind effects assessment for the proposed development when the building height is 15m or higher from natural ground level.

6.0 Decision guidelines

--/--/---- Proposed C191yara

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the Design Requirements in Clause 2.3 are met.
- Whether design excellence is achieved (in terms of building siting, scale, massing, articulation and materials).
- The design of the streetscape interface and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- The shadowing impacts of the development on footpaths and public spaces.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Swan Street and from local streets.
- The prominence of the heritage street wall in the vistas along Swan Street, Burnley Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of development on the operation of the tram routes along Swan Street.

YARRA PLANNING SCHEME

Figure 1 to schedule 28 – Interface with an existing laneway

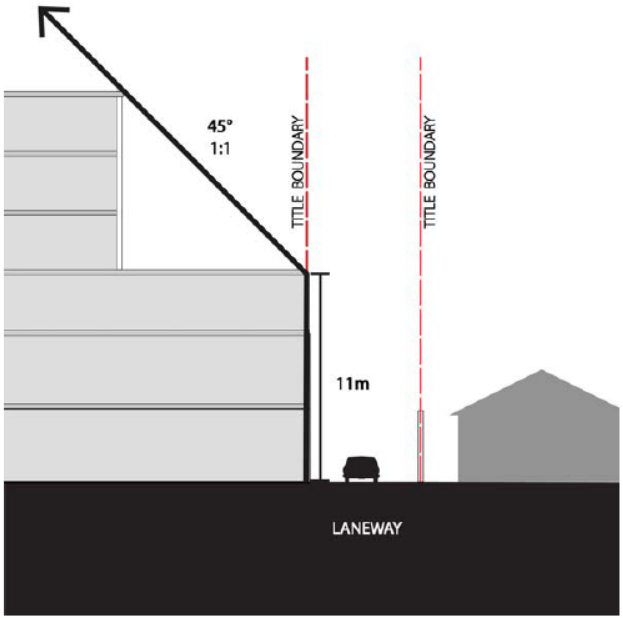
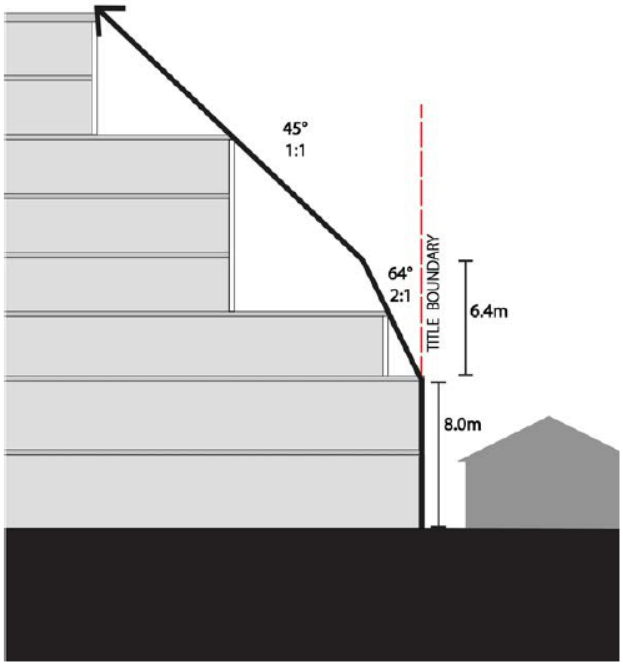


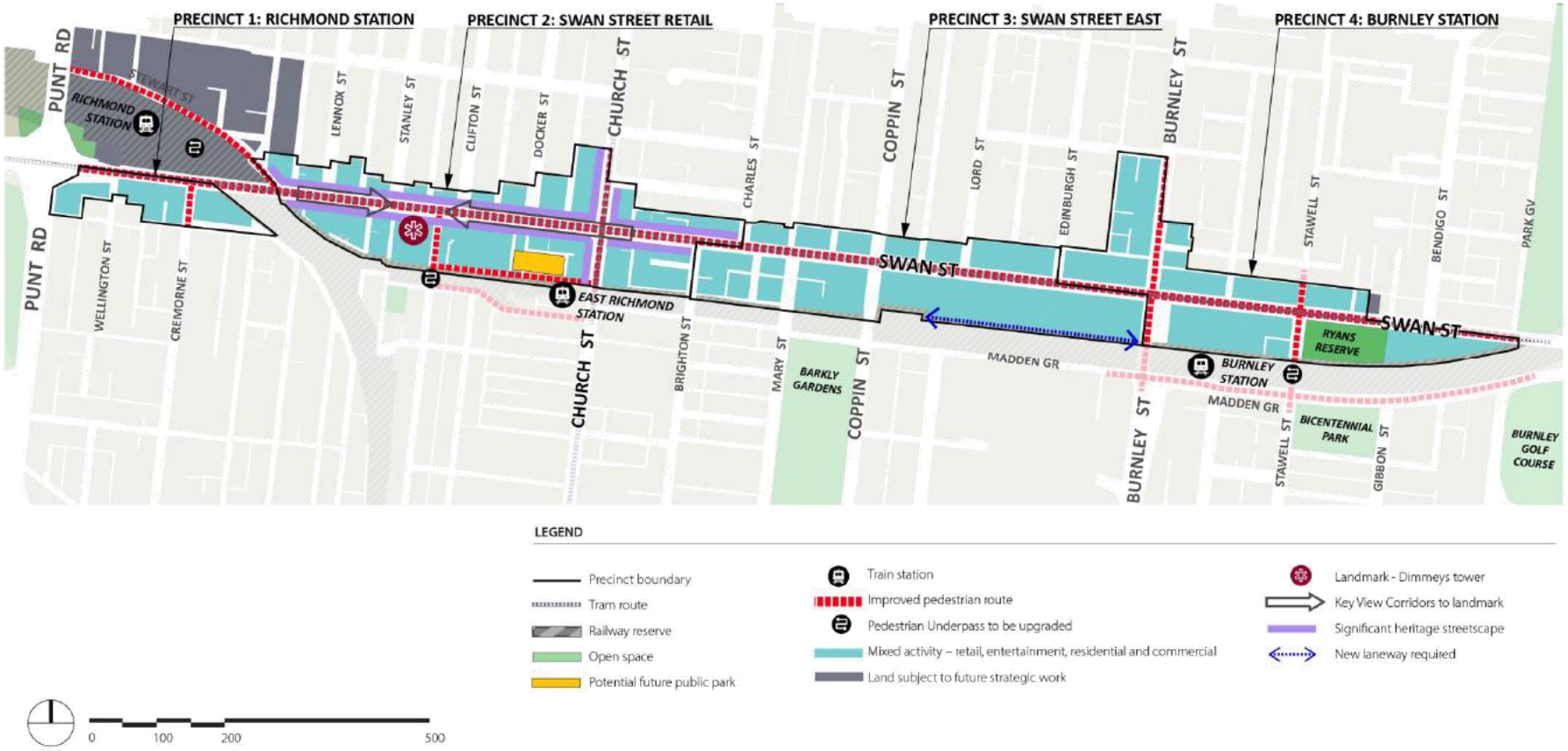
Figure 2 to schedule 28 – Interface direct abuttal



Attachment 2 - Attachment 2 - Adopted Swan Street Framework Plan at clause 21.12 of the Yarra Planning Scheme

Adopted Swan Street Framework Plan

Clause 21.12 of the Yarra Planning Scheme



Hodyl & Co

493-497 Swan Street, Richmond
Built Form Review - Final Report

Prepared for the City of Yarra
April 2021

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.

Prepared by Hodyl & Co for the City of Yarra.

Project team:
Leanne Hodyl, Bec Fitzgerald, & Alice Fowler.

April 2021

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Executive summary

Project purpose

This built form review progresses the strategic work for the land at 493-497 Swan Street. This land was identified as requiring future strategic work in the adopted Swan Street Framework Plan at clause 21.12.

Method

The method for the built form review included:

- A context, policy and development context analysis.
- An analysis of DDO28 to determine its relevance to the Subject Sites.
- The establishment of design principles based on the analysis and the integration of independent heritage advice for the Subject Sites and surrounds.
- Built form modelling of 12 built form scenarios.
- The assessment of 12 built form scenarios to determine a recommendation for the Subject Sites.

Built form testing findings

The built form testing indicated that the optimum built form outcome for the site was Scenario 8 (see Figure 1). This delivered the highest density on the site, while addressing the urban design/heritage principles established for the Subject Sites (see Table 1).

Recommendation

Currently, no built form controls apply to the Subject Sites as they are in Commercial Zone 1. Due to the sensitivity of the location, it is recommended that built form controls are introduced for the Subject Sites to ensure that any new development sufficiently responds to the urban design and heritage context.

Twelve built form scenarios were tested and assessed to inform a recommendation for the Subject Sites. Built form testing demonstrated that the optimum outcome is to adopt the following built form controls for the site:

- An overall mandatory building height of 11m (3 storeys).
- A ground floor setback and street wall height as determined by the form of the existing heritage buildings.
- An upper level setback of 12m from the Swan Street interface to retain the primary roof form, chimneys and the depth of the two front rooms.
- The application of Interface I to the rear interface and to the eastern interface of 497 Swan Street (as per DDO28).

Figure 1 indicates the built form outcome as viewed from the southern footpath on Swan Street. Table 1 summarises the assessment of the preferred built form scenario against the assessment principles established for this review.

Figure 1. VIEW 3 - Looking west from the southern footpath on Swan Street

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
8	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 65).	The consistent setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 17m would be able to be delivered.

Table 1. Scenario 8 assessment

Optimum outcome
Acceptable outcome
Unacceptable outcome

Existing buildings in study area
Test built form
Proposed developments
Context buildings
Neighbourhood Residential Zone controls modelled on adjacent sites

Introduction

Purpose

The project progresses the strategic work for the land at 493-497 Swan Street. This land was identified as requiring future strategic work in the adopted Swan Street Framework Plan at clause 21.12.

The purpose of this project was to undertake built form analysis of the land at 493-497 Swan Street and make recommendations regarding any built form requirements needed to better manage the design of new development (if required).

Project objectives

The following project objectives have guided the built form analysis:

- To undertake an urban design assessment of the Subject Sites.
- To provide recommendations for any built form controls for the Subject Sites, as deemed necessary.
- To assist Council in understanding whether there is a need and sufficient justification to include the Subject Sites in adopted Schedule 28 to the Design and Development Overlay (DDO28).
- To inform an officer report to be considered by Council in April, as required by the Council resolutions of the 10 September 2019 and 15 December 2020.
- To provide logic and evidence to support the introduction of built form controls into the Yarra Planning Scheme (if required).

Subject Sites

The purpose of the project is to progress strategic work for the sites at 493-497 Swan Street (see Figure 2). The properties at 493-497 Swan Street, Richmond form part of a red-brick masonry terraced row of four single storey houses. The end terrace at 499 Swan Street is in a different zone (Neighbourhood Residential Zone).

Heritage advice

This work has been informed by site-specific heritage advice provided by GJM Heritage (see page 22 to page 23).

Previous work

Leanne Hodyl provided expert urban design evidence to the C191 Swan Street Planning Panel in 2020.

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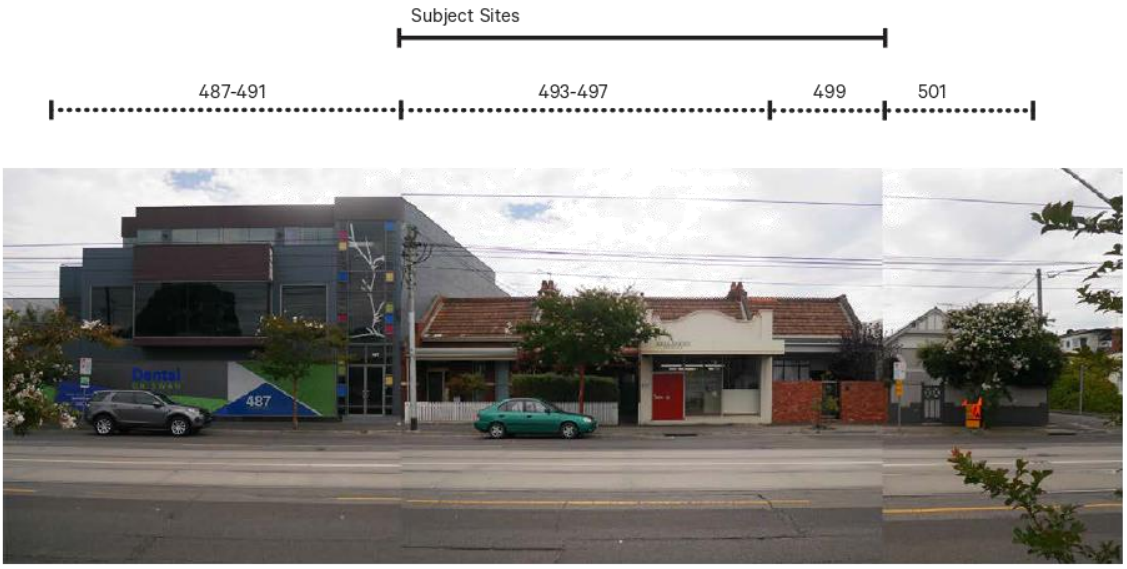


Figure 2. Subject sites.

Context analysis

Overview

The Subject Sites are located on Swan Street and have a rear interface to an unnamed laneway to the north. The Subject Sites are mid-block and are directly adjacent to by buildings to the east and west. The north and east of the site consists of low-scale residential buildings. These buildings are a mixture of townhouses, attached houses and detached houses. To the west of the site are offices and to the south of the site is a reserve.

WESTERN INTERFACE

- The western interface of the Subject Sites interface a commercial building (487-491 Swan Street), located at the corner of Swan Street and Belgravia Street.
- The building is a three-storey, office building and is in marked contrast to the Edwardian terraces to the east. The building covers the entirety of the site, has a 'boxy' inelegant form and is rendered in dark grey with dark tinted windows.
- The building has a three-storey party wall that directly interfaces 483 Swan Street. This wall is brick and painted dark grey.
- At the western interface, there is an existing three-storey office building that contrasts the low-scale heritage buildings within the Subject Sites.

NORTHERN INTERFACE

- The laneway at the northern interface provides separation between the Subject Sites and the sensitive residential interfaces to the north.
- The two sites on the north side of the laneway have side interfaces oriented to the laneway. A 'side to rear' interface is considered less sensitive than a 'rear to rear' interface which is a more common condition in Precinct 4 (north side of Swan Street).

EASTERN INTERFACE

- The Subjects Sites interface with low-scale residential properties to the east. The property at 499 Swan Street forms part of the terraced row that also includes 493-497 Swan Street. The property at 501 Swan Street is a different form to the row of Edwardian terraces to the west and forms a corner 'bookend' to this row of terraces. These buildings are within the Bendigo Heritage Precinct (HO309).

SOUTHERN INTERFACE

- The southern interface of the Subject Sites is Swan Street. Swan Street forms the central spine in the Swan Street Major Activity Centre. The street is a tram corridor and has a significant traffic function.
- Across Swan Street is Ryan's Reserve - Tennis and Netball Centre. Ryan's Reserve has four outdoor courts.

Figure 3. Context map

Context analysis

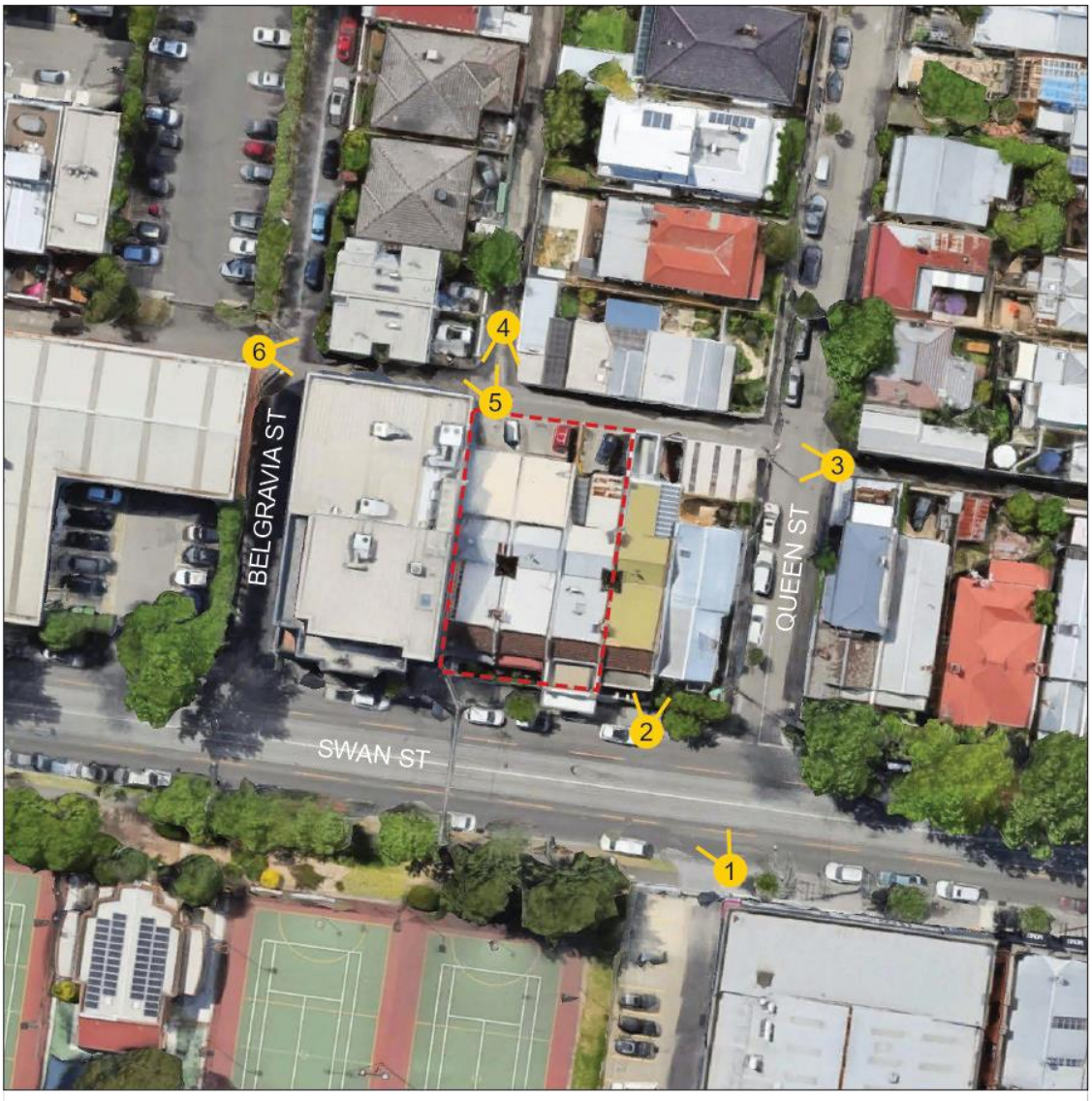


Figure 4. Aerial map with photo locations

Image 1. View of the Subject Sites from the south-west. Demonstrates varying setbacks from the street, roofline and interfaces with neighbouring buildings to the east and west.

Image 2. Boundary interface between 499 Swan Street and 501 Swan Street - single-storey residential building with a pitched roof form that directly abuts the site. Front setbacks are generally in alignment.

Image 3. View from the west along unnamed laneway to the rear of the Subject Sites. The buildings to the north have side interfaces oriented to the laneway.

Image 4. Rear view of the 493 Swan Street from the north. This demonstrates the commercial nature of the Subject Sites when viewed from the rear. The laneway interface has setbacks dedicated to carparking and service entrances.

Image 5. Side and rear interface of two, two-storey townhouses to the north-west of the Subject Sites.

Image 6. View from the east along unnamed laneway to the rear of the Subject Sites. Demonstrates front profile of the two-storey townhouses fronting Belgravia Street.

Policy context analysis

Overview

The following policies are of relevance to the Subject Sites and the sites immediately adjacent to them:

- Plan Melbourne 2017 - 2050
- Yarra Housing Strategy, adopted September 2018
- Commercial 1 Zone (C1Z)
- Neighbourhood Residential Zone (NRZ1)
- Bendigo Street Heritage Precinct (HO309)
- Adopted Schedule 28 to the Design and Development Overlay (DDO28) which will replace Design and Development Overlay 17 (DDO17) once its approved by the Minister for Planning.
- Swan Street Built Form Framework, Tract 2017

Plan Melbourne 2017 - 2050

Plan Melbourne 2017 - 2050 defines Swan Street, Richmond as a Major Activity Centre. Major Activity Centres are suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments.

Yarra Housing Strategy

There are two types of change areas that apply to the Subject Sites and the sites immediately adjacent to the Subject Sites - moderate change area and minimal change area:

MODERATE CHANGE AREAS

The Yarra Housing Strategy (Strategy) identifies the sites at 487-497 Swan Street as moderate change, suitable for increased residential densities and housing diversity through mixed-use, infill and shop-top apartment development. The Strategy states that the provisions of built form overlays in the Yarra Planning Scheme will determine the scale and form of residential growth in moderate change areas.

MINIMIAL CHANGE AREAS

The Strategy identifies the land at 499 and 501 Swan Street as minimal change, given its location in the NRZ1. Minimal change areas are suitable for one or two dwellings and alterations and additions. The Strategy states that the provisions of the zone and/or Heritage Overlay in the Yarra Planning Scheme are to determine the scale and form of residential growth in these areas.

Commercial 1 Zone (C1Z)

The C1Z applies to 487-497 Swan Street (four sites). One of these sites was included in DDO28 (487-491 Swan Street), while the remaining sites were excluded from DDO28. The C1Z provides limited guidance on the desired built form outcomes. Therefore, there is limited built form guidance for the sites at 487-491 Swan Street due to their exclusion from DDO28.

Neighbourhood Residential Zone 1 (NRZ1)

The NRZ1 applies to areas where there is no anticipated change to the predominantly single and double storey character in an area. It also applies to areas that have been identified as having specific neighbourhood, heritage, environmental or landscape character values that distinguish the land from other parts of the municipality of surrounding area.

The following building heights apply in the NRZ1:

- the building height must not exceed 9 metres; and
- the building must contain no more than 2 storeys at any point.

A building may exceed the applicable maximum building height or contain more than the applicable maximum number of storeys if:

- It replaces an immediately pre-existing building and the new building does not exceed the building height or contain a greater number of storeys than the pre-existing building.
- There are existing buildings on both abutting allotments that face the same street and the new building does not exceed the building height or contain a greater number of storeys than the lower of the existing buildings on the abutting allotments.
- It is on a corner lot abutted by lots with existing buildings and the new building does not exceed the building height or contain a greater number of storeys than the lower of the existing buildings on the abutting allotments.
- It is constructed pursuant to a valid building permit that was in effect prior to the introduction of this provision.

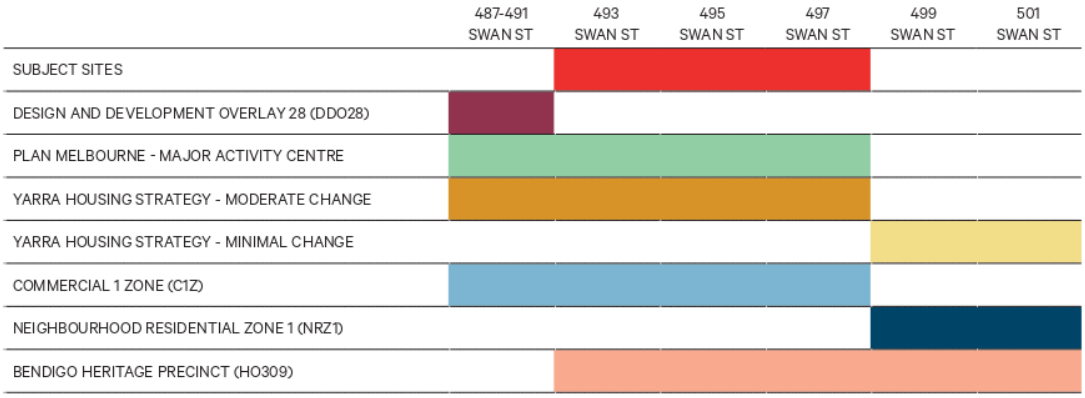


Table 2. Policy context of 487-501 Swan Street.

Policy context analysis

Bendigo Heritage Precinct (HO309)

HO309 Bendigo Street Heritage Overlay Area is aesthetically and historically significant to the City of Yarra. The Bendigo Street Heritage Overlay is significant for:

- Its substantially intact single-storey Victorian-era housing that varies between modest and ornate;
- Edwardian house examples, particularly in Swan and Moore Streets, being both typical and highly decorated Edwardian dwelling types, complemented by the significant Edwardian-era former Wertheim Piano Factory;
- The retention of early materials and elements in the public domain, such as street construction, and the retention of many bluestone laneways;
- The demonstration of a typical 19th century suburban area with its attached and detached housing stock and corner shops, that has been subsequently lost in other parts of the inner suburbs; and the consistency of building scale and setbacks, creating cohesive and homogeneous streetscapes that are enhanced by mature plane tree avenue plantings.

The Subject Sites are examples of a cohesive row of Edwardian terraces that are 'typical and highly decorated' and have a single roof form (constructed 1900-1915). They are graded “contributory” to the significance of the heritage precinct.

Adopted Amendment C191yara

At its meeting on 15 December 2020, Council resolved to adopt Amendment C191yara to the Yarra Planning Scheme with changes.

The amendment (amongst other things) sought to introduce:

- A new section on the Swan Street Activity Centre into Clause 21.12 Local Areas Policy; and
- Four schedules to the Design and Development Overlay to guide built form along Swan Street, including:
  - Schedule 25 to the Design and Development Overlay (DDO25): Swan Street Activity Centre - Precinct 1 Richmond Station;
  - Schedule 26 to the Design and Development Overlay (DDO26): Swan Street Activity Centre - Precinct 2 Swan Street Retail Centre;
  - Schedule 27 to the Design and Development Overlay (DDO27): Swan Street Activity Centre - Precinct 3 Swan Street East; and
  - Schedule 28 to the Design and Development Overlay (DDO28): Swan Street Activity Centre - Precinct 4 Burnley Station.

Adopted Amendment C191yara is awaiting approval by the Minister for Planning. The amendment is considered seriously entertained.

Adopted Clause 21.12 - Local Areas

Adopted Clause 21.12 includes the vision for the Swan Street Activity Centre and preferred future character statements for each of the four precincts that make up the centre:

- Precinct 1: Richmond Station
- Precinct 2: Swan Street Retail
- Precinct 3: Swan Street East
- Precinct 4: Burnley Station

It also includes the Swan Street Framework Plan. Any proposed use or development within the Swan Street Activity Centre should be generally consistent with plan.

As shown in the Swan Street Framework Plan, the properties at 493-497 Swan Street are identified, along with the land north of Precinct 1, as land subject to future strategic work.

Adopted Design and Development Overlay 28 (DDO28)

Adopted DDO28 applies to the land just east of 493 Swan Street, Richmond.

Adopted DDO28 includes precinct specific (Precinct 4 Burnley Station) design objectives and a mix of mandatory and preferred building height, street wall height and setback, upper level setback and overshadowing provisions. Mandatory controls were only applied to:

- Locations of intact heritage streetscape;
- Locations with a sensitive interface with low scale residential properties; and
- Protect southern footpath of Swan Street from overshadowing. A thorough assessment of DDO28 and its relevance to the Subject Sites can be found on pages 20-21.

Swan Street Built Form Framework, Tract 2017

The Swan Street Built Form Framework sets out a preferred built form framework and supporting design principles for the future development within the Swan Street Activity Centre. The recommendations are guided by design principles, which aim to achieve best practice development within Swan Street. The Framework incorporates the findings of a heritage review of the Swan Street Activity Centre by GJM Heritage.

The Framework formed the basis of DDO28 and Swan Street content of Clause 21.12 and was reviewed and refined through the Yarra C191 Panel.

Planning Practice Note 59

Planning Practice Note 59 (PPN59) provides guidance on the use of mandatory provisions generally within the planning scheme. PPN59 states that 'mandatory provisions will only be considered in circumstances where it can be clearly demonstrated that discretionary provisions are insufficient to achieve desired outcomes' (page 2). Key considerations that should be considered are:

- Is the mandatory provision strategically supported?
- Is the mandatory provision appropriate to the majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

Planning Practice Note 60

Planning Practice Note 60 (PPN60): Height and setback controls for activity centres states that the application of height and setback controls must be 'soundly based on the outcomes of strategic research and background analysis that demonstrates consistency with state and regional policy and includes a comprehensive built form analysis' (page 2). The Practice Note states that a combination of discretionary and mandatory height and setback controls may be appropriate. Discretionary height and setback controls are preferred, with mandatory provisions supported when they are 'supported by robust and comprehensive strategic work or where exceptional circumstances warrant their introduction' (page 3).

PPN60 states (on page 3) that mandatory controls should only be applied where:

- Exceptional circumstances exist; or
- Council has undertaken comprehensive strategic work and is able to demonstrate that mandatory controls are appropriate in the context, and
- They are absolutely necessary to achieve the preferred built form outcomes and it can be demonstrated that exceeding these development parameters would result in unacceptable built form outcomes.

Policy context analysis

Figure 5. Zoning map

Figure 6. Heritage map

Development context analysis

Figure 7. Development activity map

CONTEXT
Open space
Property
Subject Sites

ACTIVITY
Proposed Commercial development
Proposed Mixed use development
Single-storey rear extension
X No. of Storeys

Figure 8. A rear extension (now constructed) was approved at 501 Swan Street.

Figure 9. A development proposal for an eight-storey mixed-use building at 471-473 Swan Street is currently under consideration by the City of Yarra.

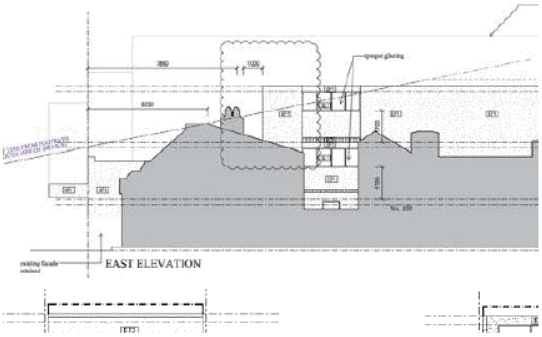


Figure 10. A permit (991710) has been approved at 497 Swan Street for the construction of a three-storey building. This east elevation demonstrates that the additional built form was proposed to be setback approximately 9m from the street frontage in order to retain the profile of the heritage building on the site.

Development context analysis

Council recently (11 February 2021) issued a Notice of Decision to Grant a Permit (PLN20/0420) for a five-storey (18m) office development (plus basement and roof terrace) for adjacent property at 487-491 Swan Street.

The permit proposes a three-storey boundary wall at the eastern interface to the Subject Sites. The upper levels are setback at the fourth and fifth storey. The building entrance has a ground floor setback at the eastern interface to align with the ground floor setback of the heritage buildings on the Subject Sites.

Figure 13 and Figure 14 demonstrate that the proposed development will not overshadow the Swan Street southern footpath between 10am and 2pm at the September equinox. This indicates that any proposed built form to the east built at 18m or below would meet the Swan Street solar access requirement.

Figure 11. Council recently (11 February 2021) issued a Notice of Decision to Grant a Permit (PLN20/0420) for a five-storey (18m) office development (plus basement and roof terrace) for adjacent property at 487-491 Swan Street. View from the south-west.

Figure 12. View from the south-east of approved development.

Figure 13. Overshadowing impact of the development approved at 487-491 Swan Street at 10am.

Figure 14. Overshadowing impact of the approved development at 487-491 Swan Street at 2pm.

Heritage analysis

An independent built form review and heritage analysis was undertaken by GJM Heritage. The following is a summary of the key findings from the analysis:

- The properties at 493-497 should provide a transition from the 18m mandatory height limit affecting 487-491 Swan Street and the 9m mandatory height limit affecting land within the NRZ (including 499 and 501 Swan Street).
- The single storey heritage buildings should remain the dominant built element when viewed from key view points including:
  - » from the southern side of Swan Street opposite the terrace row;
  - » obliquely from the southern side of Swan Street opposite the intersections with Belgravia and Queen street; and
  - » from the eastern side of the intersection of Queen and Swan streets.
- The residences and former residences at 493 and 495 Swan Street and the modest Inter-war shopfront at 497 Swan Street should remain a clearly legible part of HO309 and retain predominantly domestic character of the heritage precinct. New development on the subject sites should also consider the legibility of the Bendigo Street Precinct when viewed obliquely along Queen Street.
- The principal roof form and visible chimneys of 493, 495 and 497 Swan Street contribute to the significance of HO309 and these elements should be retained and remain visible as freestanding three-dimensional forms. The application of heritage policy at Clause 22.02 (or Clause 15.03-1L as proposed through Amendment C269yara) encourages the retention of these elements which include the front parts of the former dwellings effectively to a depth of the two front rooms.

GJM Heritage recommendations

GJM Heritage made the following recommendations based on their built form review and heritage analysis:

- A mandatory 11m (3 storey) height limit should be applied to 493, 495 and 497 Swan Street.
- New development should be set back a minimum of 12m to retain the primary roof form, chimneys and the depth of the two front rooms.
- The rear interface to the NRZ zoned properties should accord with the 11m maximum sought by interface I (Figure 1) within DDO28.
- The side interface to the eastern boundary of 497 Swan Street should accord with the direct abuttal interface I (Figure 2) within DDO28.

These recommendations inform then principles and viewing locations used to assess the built form testing.

Image 7. View from the south demonstrating ridgeline of the southern roof slope (with decorative tiles) facing Swan Street.

Image 8. View of the roofline at 493 Swan Street as it interfaces with 487-491 Swan Street to the west.

Image 9. View of chimneys above the roofline at the interface between 495 and 497 Swan Street.

Image 10. View of awning 497 Swan Street at the street interface. This demonstrates the addition that has been made at the street interface which interrupts the consistency of the row of Edwardian terraces.

Image 11. View of 499 Swan Street which is included in the NRZ1. Demonstrates that the verandah has been rendered and painted light grey. This interrupts the consistency of the row of Edwardian terraces.

Image 12. View of the chimney at 501 Swan Street from Queen Street.

DDO28 analysis

The following excerpts from adopted Clause 21.12 Local Areas policy and adopted DDO028 are of particular relevance to the Subject Sites. This includes excerpts from the preferred future character statement, the design objectives, the design quality requirements and the decision guidelines for Precinct 4: Burnley Station.

Adopted Clause 21.12 Local Areas

PREFERRED FUTURE CHARACTER STATEMENT: PRECINCT 4 BURNLEY STATION

This excerpt from the preferred future character statement is of the most direct relevance to the Subject Sites:

> Buildings behind Burnley Street and along the north side of Swan Street scale sensitively to the adjoining low scale residential area. Breaks between buildings at upper levels maintain views to the sky from street level and create a varied skyline when viewed from surrounding residential areas.

Adopted DDO28

DESIGN QUALITY REQUIREMENTS

The following design quality requirements of direct relevance to the Subjects Sites due to their interfaces with low-scale residential areas and their heritage context:

- Development should be designed to avoid repetitive stepped form at upper levels.
- Protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.
- Upper level development on land within a Heritage Overlay or on land immediately adjoining a heritage building should:
  - » be visually recessive and not visually dominate the heritage building and the heritage streetscape; and
  - » avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

DECISION GUIDELINES

The following decision guidelines are of direct relevance to the Subjects Sites due to the sophistication of the design response required on these constrained sites and their heritage context.

- Whether design excellence is achieved (in terms of building siting, scale, massing, articulation and materials).
- The prominence of the heritage street wall in the vistas along Swan Street, Burnley Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

487 Swan Street built form controls

The following controls apply to 487 Swan Street, the site immediately adjacent to the Subject Sites:

- Mandatory 18 metre height limit. This represents the lowest height limit within Precinct 4.
- Table 3 provides a summary of the street wall heights, and setbacks that apply at each interface.

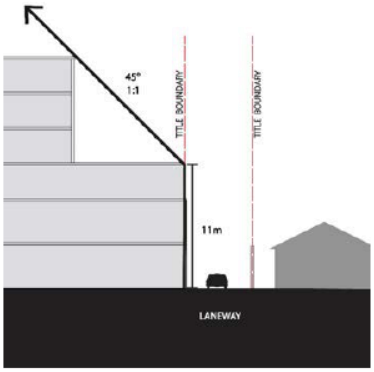


Figure 15. Interface with an existing laneway

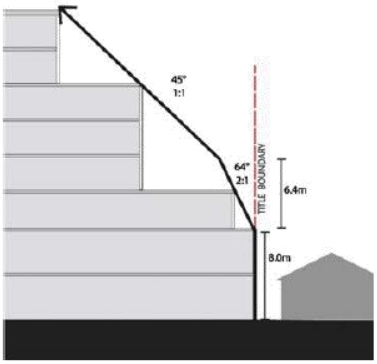


Figure 16. Interface direct abuttal

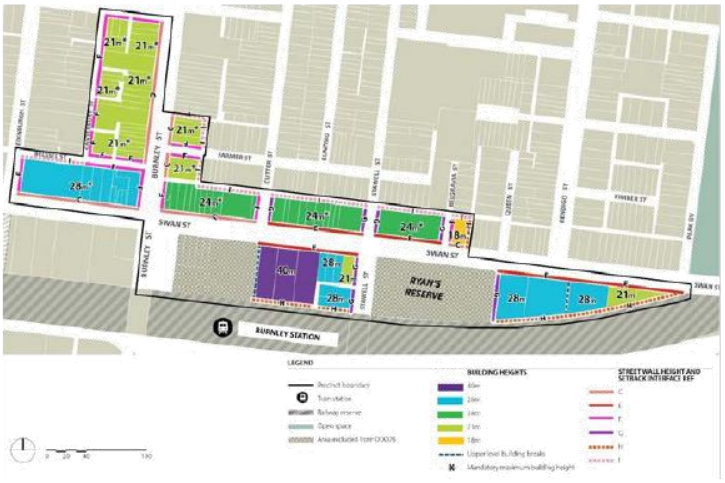


Figure 17. Plan 1: Height and Interface Plan - Precinct 4 Burnley Station.
Source: Design and Development Overlay 28.

INTERFACE	DESIGN ELEMENT	PREFERRED REQUIREMENTS	MANDATORY REQUIREMENTS
C at the Swan Street interface	Street wall height	11m maximum. 8m minimum. Match the parapet height of the taller adjoining heritage building, for a minimum length of 6m from the heritage building.	N/A
	Street wall setback		0m
	Upper level setback		10m minimum from Swan Street setback for land affected by HO286 (365 Swan Street). Minimum 6m for other heritage buildings
F at the Belgravia Street interface	Street wall height	11m Maximum	N/A
	Street wall setback	0m	
	Upper level setback	6m minimum for heritage buildings, 3m minimum elsewhere.	
H at the eastern, direct property interface	Street wall height	N/A	
	Street wall setback	0m minimum unless setback is identified on the Plan 2.	
	Upper level setback	0m	
I at the northern laneway interface	Side and rear wall height	8m maximum on a common boundary with a property in a residential zone. 11m maximum if boundary abuts a laneway.	
	Side and rear setback	Development should be setback in accordance with Figure 15 and Figure 16. Development should minimise stepped form.	

Table 3. Summary of street wall height and setback requirements.

Applying DDO28

Extending the built form controls to the Subject Sites

A starting point for testing is to apply the adopted built form controls in Precinct 4 to the Subject Sites. The logical extension of the built form controls would be as follows:

- Mandatory 18 metre height limit.
- Street wall and setback:
  - » Interface C at the Swan Street interface.
  - » Interface I at the northern laneway interface and at the eastern interface.
  - » Standard building separation requirements apply at all other interfaces.

Interface C is applied as it applies to heritage buildings that interface Swan Street. Interface I applies at the eastern interface as the adjacent site (499 Swan Street) is a residential interface. On all other interfaces, standard building separation requirements would apply.

BUILDING SEPARATION REQUIREMENTS

Where development shares a common boundary and no interface treatment is shown in Plan 1, upper level development should:

- For buildings up to 28 metres, be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed.
- For buildings up to 28 metres, be setback a minimum of 3.0m from the common boundary where a commercial or non-habitable window is proposed.
- For buildings taller than 28 metres, be setback a minimum of 6 metres above 28 metres.

Key findings

Applying the extension of DDO28 to the Subject Sites with no site specific changes would result in an unacceptable building for outcome for such atypical sites. Applying the standard interface (Interface C) at the Swan Street interface would result in a poor response to the existing heritage buildings. Further to this, the extension of the 18m height limit to the Subject Sites would result in an insufficient transition to the low-scale residential buildings at 499 and 501 Swan Street.

Further testing is therefore required to determine an appropriate building height and interface treatment to Swan Street for the Subject Sites.

The application of Interface I is considered appropriate as the Subject Sites abut a laneway to the rear and sensitive residential interfaces to the east. This was supported by the C191 Panel and is consistent with the treatment of interfaces adopted in DDO28. Interface I will be adopted in the built form testing in order to assess its suitability when applied to the Subject Sites.

INTERFACE REFERENCE	DESIGN ELEMENT	MANDATORY REQUIREMENT	PREFERRED REQUIREMENT
C	Street wall height	N/A	11m maximum. 8m minimum. Match the parapet height of the taller adjoining heritage building, for a minimum length of 6m from the heritage building.
	Street wall setback	0m	N/A
	Upper level setback	10m minimum from Swan Street setback for land affected by HO286 (365 Swan Street). Minimum 6m for other heritage buildings	N/A
I	Side and rear wall height	N/A	8m maximum on a common boundary with a property in a residential zone. 11m maximum if boundary abuts a laneway.
	Side and rear setback	N/A	Development should be setback in accordance with Figure 1 and Figure 2. Development should minimise repetitive stepped form.

Table 4. Street wall height and setbacks. Source: Yarra C191 Panel Report.

Figure 18. Draft interface map

Assessment principles

The built form scenarios were established to determine the appropriate upper level setbacks, overall height and interface requirements that should apply to the Subject Sites. These twelve built form scenarios were established to be tested against the following principles:

- To avoid a visually dominant upper level from above the heritage buildings.
- To maintain the cohesiveness of the cluster of heritage buildings with a shared roof form.
- To provide an appropriate transition in scale to the heritage and residential buildings in the east.
- To sufficiently retain the existing heritage fabric.
- To facilitate the delivery of buildings with a sufficient floorplate depth at upper levels. (a minimum depth of 10m and a minimum width of 5m).

The principles were established based on the urban design analysis and site specific heritage advice. Each scenario was assessed against the five principles with the design outcome deemed optimum, acceptable or unacceptable.

GROUND FLOOR SETBACK AND STREET WALL HEIGHT

The form of the existing heritage buildings would be retained,. The ground floor setback and street wall height would therefore be determined by the existing heritage form. This requires no further testing.

UPPER LEVEL SETBACKS

Determining the appropriate upper level setbacks is informed by the following principles:

- To avoid a visually dominant upper level from above the heritage buildings.
- To sufficiently retain the existing heritage fabric.

MAXIMUM HEIGHTS

Determining the appropriate maximum height is informed by the following principles:

- To avoid a visually dominant upper level from above the heritage buildings.
- To maintain the cohesiveness of the cluster of heritage buildings with a shared roof form.
- To provide an appropriate transition in scale to the heritage and residential buildings in the east.

The urban design analysis and heritage advice determined that is was unneccssary to test the application of the 18m building heights on the Subject Sites. This would not provide any transition to the heritage and residential buildings at 499 and 501 Swan Street.

INTERFACE REQUIREMENTS

Determining the appropriate interface requirements is informed by the following principles:

- To avoid a visually dominant upper level from above the heritage buildings.
- To provide an appropriate transition in scale to the heritage and residential buildings in the east.

MINIMUM BUILDING FLOORPLATES

Determining the reasonable delivery of sufficient floorplates is informed by the following principles:

- To facilitate the delivery of buildings with a sufficient floorplate depth at upper levels (a minimum depth of 10m and a minimum width of 5m).

Method

The method involved three steps:

1. Modelling 12 indicative built form envelopes on the Subject Sites (see Table 5).
2. Assessing the modelling from five key viewing locations (see Figure 19).
3. Assessing the modelling against five principles established based on the urban design analysis and site specific heritage advice.

Model details

- The development applications provided by the City of Yarra were used to model the proposed developments in the immediate context of the Subject Sites.
- The context model was provided by the City of Yarra.
- The existing buildings on the study sites were modelled based on the approved development application at 497 Swan Street which was provided by the City of Yarra.

Model view locations

- The lense angle is set between 30 - 50 to simulate the human eye perspective.
- The camera is positioned at 170mm above ground level and is angled at 90 degrees from the ground, creating a horizontal view line. However, an additional view was provided for Scenarios 9-12 (tilted above 90 degrees from the ground) in order to view the full extent of the test built form.

Views

The viewing locations included are considered key views as determined by the site visit and urban design analysis.

SCENARIO	UPPER FLOOR SETBACK	OVERALL BUILDING HEIGHT	REAR STREET WALL HEIGHT	UPPER LEVEL SETBACK
1	9m	9m	9m	N/A
2	10m			
3	11m			
4	12m			
5	9m	11m	11m	
6	10m			
7	11m			
8	12m			
9	9m	14.5m		4m
10	10m			
11	11m			
12	12m			

Table 5. Scenario built form metrics.

Assessment principles

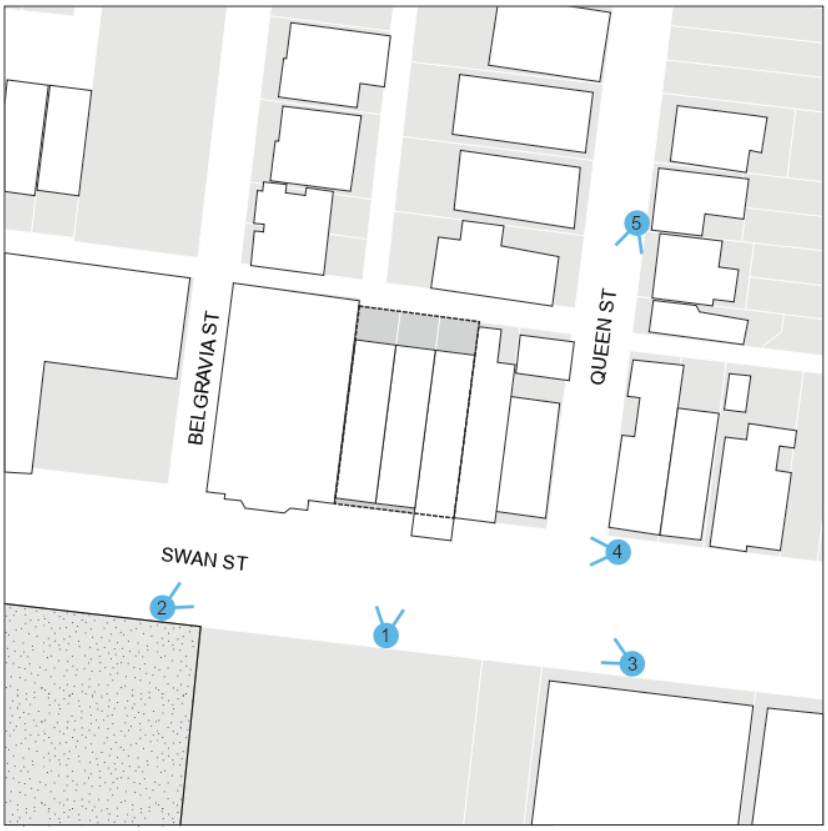


Figure 19: Map of viewing locations that will be used for the assessment.

Image 13. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

Image 16. VIEW 2 - Looking east from the southern footpath on Swan Street.

Image 14. VIEW 3 - Looking west from the southern footpath on Swan Street.

Image 17. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

Image 15. VIEW 5 - Looking south from the eastern footpath on Queen Street.

Built form testing
Assessment summary

Table 6 is a summary of the findings from the built form testing. The details of the built form testing are included in the Appendix.

● Optimum outcome
● Acceptable outcome
● Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
1	● Height of the building is not visually dominant but the setback doesn't sufficiently retain the prominence of the chimneys when viewed from the west (see Figure 23).	● The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	● Aligning the height with the heritage buildings to the east provides an appropriate transition.	● A 9m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice.	● A building with a depth of 20m would be able to be delivered.
2	● Height of the building is not visually dominant but the setback doesn't sufficiently retain the prominence of the chimneys when viewed from the west (see Figure 29).	● The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	● Aligning the height with the heritage buildings to the east provides an appropriate transition.	● A 10m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	● A building with a depth of 19m would be able to be delivered.
3	● Height of the building is not visually dominant and the setback sufficiently retains the prominence of the chimneys when viewed from the west (see Figure 35).	● The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	● Aligning the height with the heritage buildings to the east provides an appropriate transition.	● An 11m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	● A building with a depth of 18m would be able to be delivered.
4	● Height of the building is not visually dominant and the setback sufficiently retains the prominence of the chimneys when viewed from the west (see Figure 41).	● The consistent setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.	● Aligning the height with the heritage buildings to the east provides an appropriate transition.	● A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	● A building with a depth of 17m would be able to be delivered.
5	● Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 47).	● The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	● An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	● A 9m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	● A building with a depth of 20m would be able to be delivered.
6	● Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 53).	● The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	● An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	● A 10m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	● A building with a depth of 19m would be able to be delivered.

Table 6. Scenario assessment summary

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
7	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 59)	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	An 11m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 18m would be able to be delivered.
8	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 65).	The consistent setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 17m would be able to be delivered.
9	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 72)	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	A 9m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.
10	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 79).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	A 10m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.
11	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 85).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	An 11m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.
12	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 93).	The consistent setback between 493-497 and 499 Street is positive but the cohesiveness of the heritage cluster is compromised by the height variation of two storeys.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.

Table 7. Scenario assessment summary

Conclusion

Built form testing findings

The built form testing indicated that the optimum built form outcome for the site was Scenario 8. This delivered the highest density on the site, while addressing the urban design/heritage principles established for the Subject Sites (see Table 6).

This assessment indicated the following:

- That the height of the building at 11m is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 15).
- That the consistent upper level setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.
- That an overall building height of 11m provides an appropriate transition to the heritage and residential buildings in the east.
- That a 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.
- That the building depth and width at upper levels would be able to support a sufficient floorplate size.
- That the application of Interface I at the rear laneway interface is appropriate as consistent with the interface treatments adopted in DDO28.
- That the application of Interface I at the eastern interface is appropriate and provides an appropriate transition to the sensitive residential interface to the east.

Mandatory heights

The application of a mandatory height control is considered appropriate in accordance with PPN60 for the following reasons:

- Council is able to demonstrate that they have undertaken comprehensive strategic work in the form of this independent urban design analysis and an independent heritage review of the Subject Sites.
- Exceptional circumstances exist -
  - » The Subject Sites are significant heritage places with distinct features that require protection. Taller building forms would be inadequate to protect these unique heritage values.
  - » There is a shared roof form between the Subject Sites and 499 Swan Street to the east which together form a notable cluster of heritage buildings. New development must be carefully controlled to protect the cohesiveness of this building feature.
  - » A transition in scale is required between the 18m height limit to the west and the low-scale heritage context to the immediate east. This transition can only occur on the Subject Sites.
- The built form testing has demonstrated that buildings taller than 11 metres would result in an unacceptable built form outcome and therefore the application of a mandatory height is necessary.

Recommendation

Currently, no built form controls apply to the Subject Sites as they are in Commercial Zone 1. Due to the sensitivity of the location, it is recommended that built form controls are introduced for the Subject Sites to ensure that any new development sufficiently responds to the urban design and heritage context.

The following built form metrics should be adopted for the site:

- An overall mandatory building height of 11m (3 storeys).
- A ground floor setback and street wall height as determined by the form of the existing heritage buildings.
- An upper level setback of 12m from the Swan Street interface to retain the primary roof form, chimneys and the depth of the two front rooms.
- The application of Interface I to the rear interface and to the eastern interface of 497 Swan Street (as per DDO28).

Figure 20. SCENARIO 8/VIEW 3 - Looking west from the southern foorpath on Swan Street

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
8	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 69).	The consistent setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 17m would be able to be delivered.

Table 8. Scenario 8 assessment

Optimum outcome
Acceptable outcome
Unacceptable outcome

Existing buildings in study area
Test built form
Proposed developments
Context buildings
Neighbourhood Residential Zone controls modelled on adjacent sites

Appendix A

Built form testing

The appendix includes the details of the built form testing which informed the built form recommendations for the Subject Sites.

Attachment 3 - Attachment 3 - 493-497 Swan Street, Richmond Built Form Review

Built fom testing
Scenario 1

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
1	Height of the building is not visually dominant but the setback doesn't sufficiently retain the prominence of the chimneys when viewed from the west (see Figure 23).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	Aligning the height with the heritage buildings to the east provides an appropriate transition.	A 9m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice.	A building with a depth of 20m would be able to be delivered.

Table 10. Scenario 1 assessment.

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
9m	9m	9m	N/A

Table 9. Built form metrics

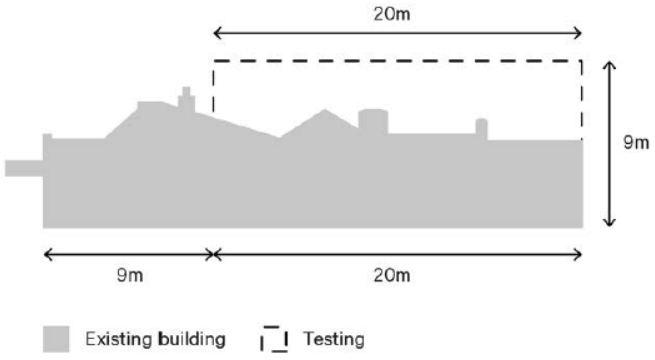


Figure 21. Scenario 1 section

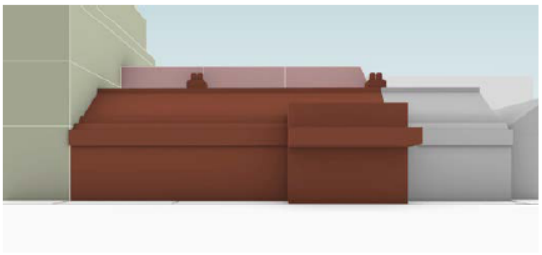


Figure 22. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

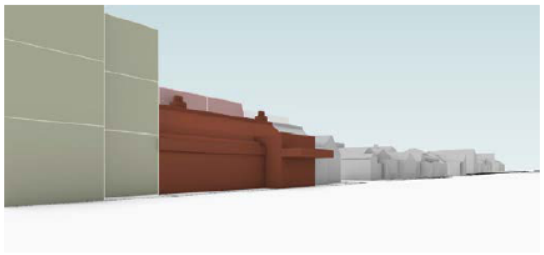


Figure 25. VIEW 2 - Looking east from the southern footpath on Swan Street.

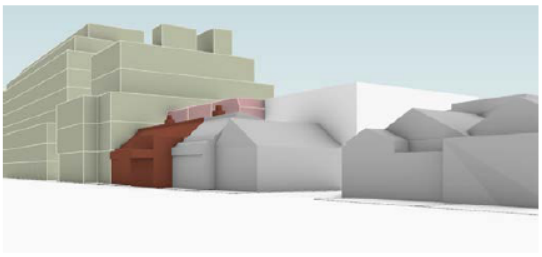


Figure 23. VIEW 3 - Looking west from the southern footpath on Swan Street.

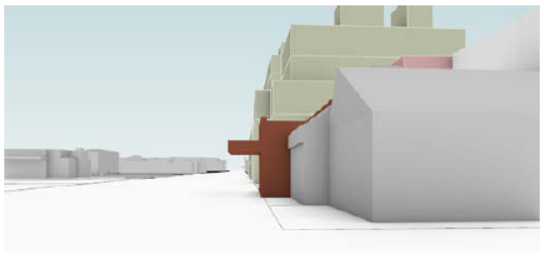


Figure 26. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

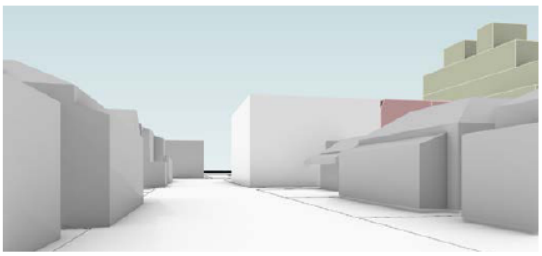


Figure 24. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Testing form
- Proposed developments
- Context buildings
- NRZ Controls

Built fom testing
Scenario 2

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
2	Height of the building is not visually dominant but the setback doesn't sufficiently retain the prominence of the chimneys when viewed from the west (see Figure 29).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	Aligning the height with the heritage buildings to the east provides an appropriate transition.	A 10m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 19m would be able to be delivered.

Table 12. Scenario 2 assessment.

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
9m	10m	9m	N/A

Table 11. Built form metrics

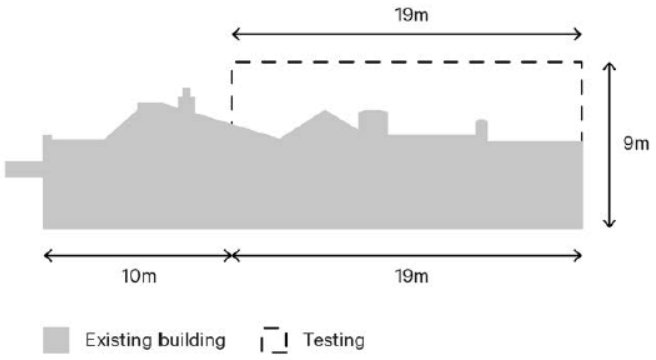


Figure 27. Scenario 2 section

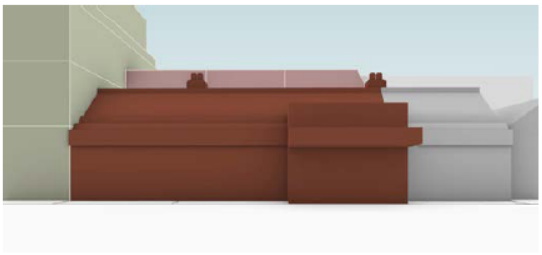


Figure 28. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

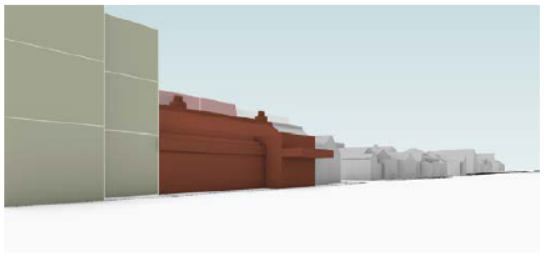


Figure 31. VIEW 2 - Looking east from the southern footpath on Swan Street.

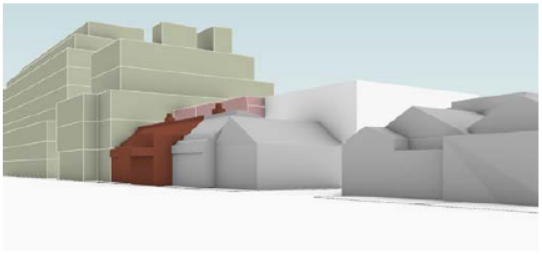


Figure 29. VIEW 3 - Looking west from the southern footpath on Swan Street.

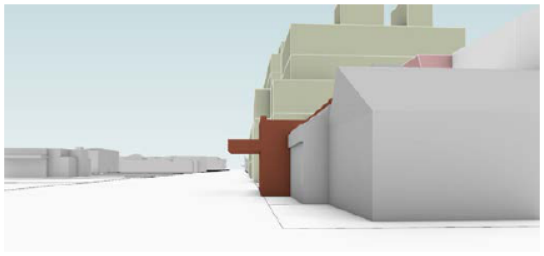


Figure 32. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

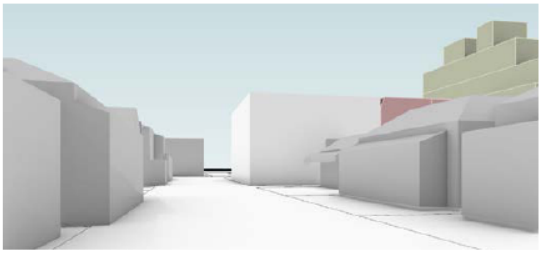


Figure 30. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 3

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
3	Height of the building is not visually dominant and the setback sufficiently retains the prominence of the chimneys when viewed from the west (see Figure 35).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	Aligning the height with the heritage buildings to the east provides an appropriate transition.	An 11m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 18m would be able to be delivered.

Table 13. Scenario 3 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
9m	11m	9m	N/A

Table 14. Built form metrics

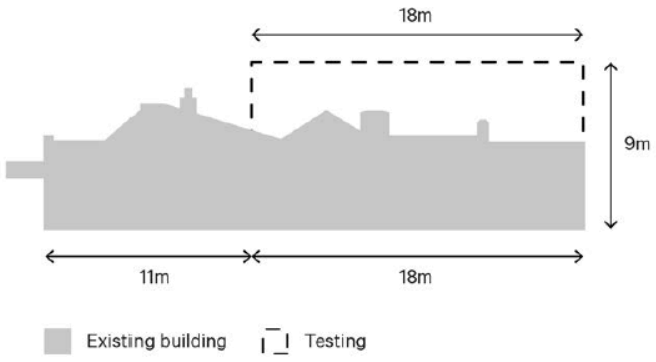


Figure 33. Scenario 3 section

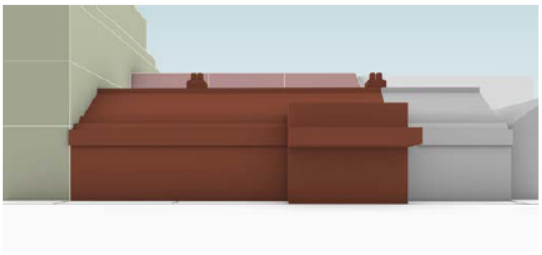


Figure 34. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

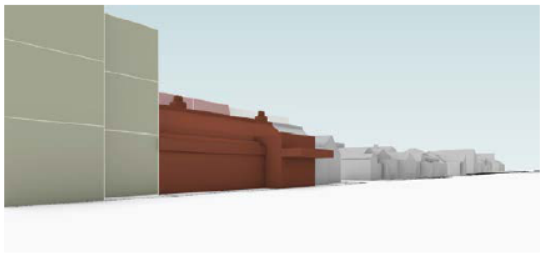


Figure 37. VIEW 2 - Looking east from the southern footpath on Swan Street.

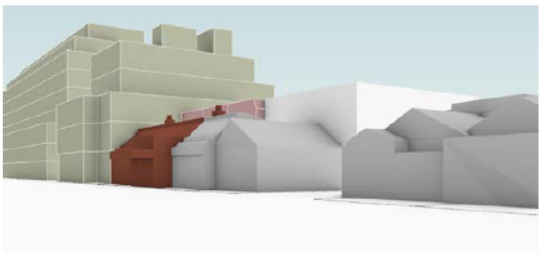


Figure 35. VIEW 3 - Looking west from the southern footpath on Swan Street.

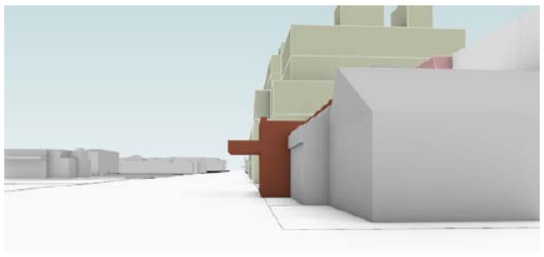


Figure 38. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

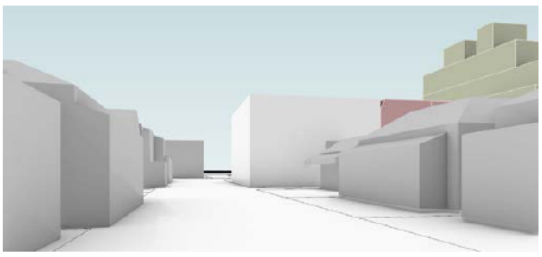


Figure 36. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 4

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
4	Height of the building is not visually dominant and the setback sufficiently retains the prominence of the chimneys when viewed from the west (see Figure 41).	The consistent setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.	Aligning the height with the heritage buildings to the east provides an appropriate transition.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 17m would be able to be delivered.

Table 15. Scenario 4 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
9m	12m	9m	N/A

Table 16. Built form metrics

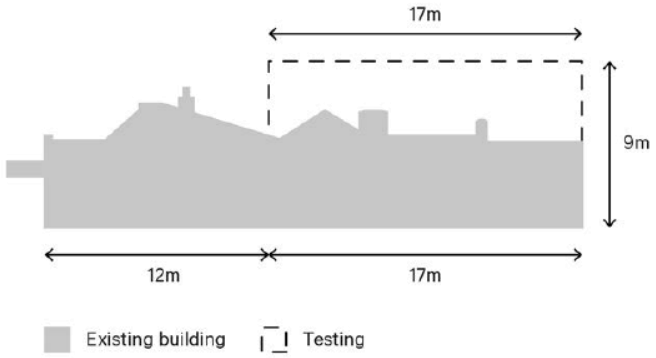


Figure 39. Scenario 4 section

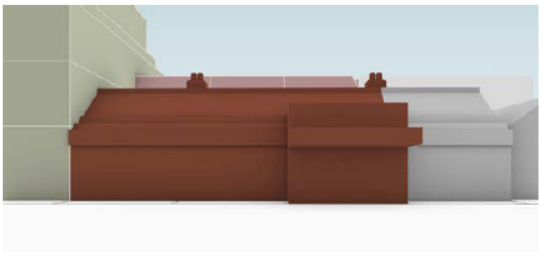


Figure 40. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

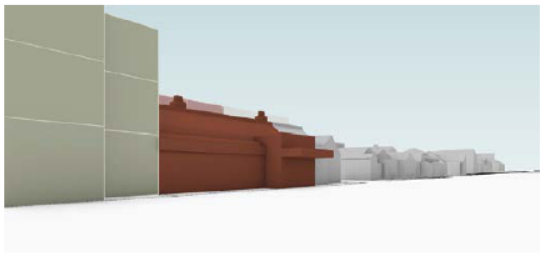


Figure 43. VIEW 2 - Looking east from the southern footpath on Swan Street.

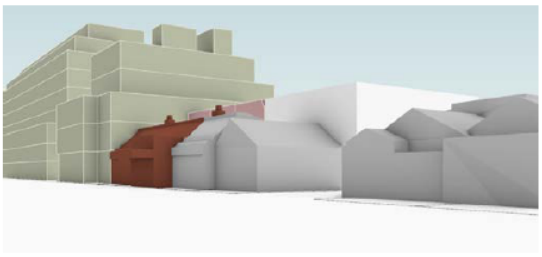


Figure 41. VIEW 3 - Looking west from the southern footpath on Swan Street.

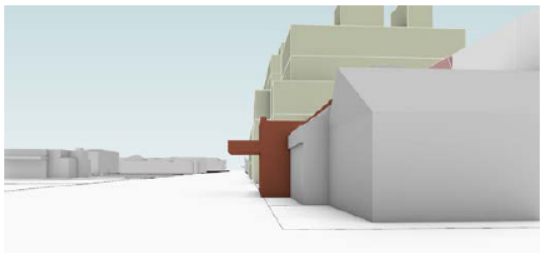


Figure 44. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

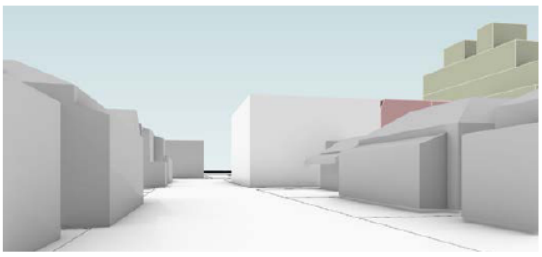


Figure 42. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 5

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
5	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 47).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	A 9m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered.

Table 17. Scenario 5 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
11m	9m	11m	N/A

Table 18. Built form metrics

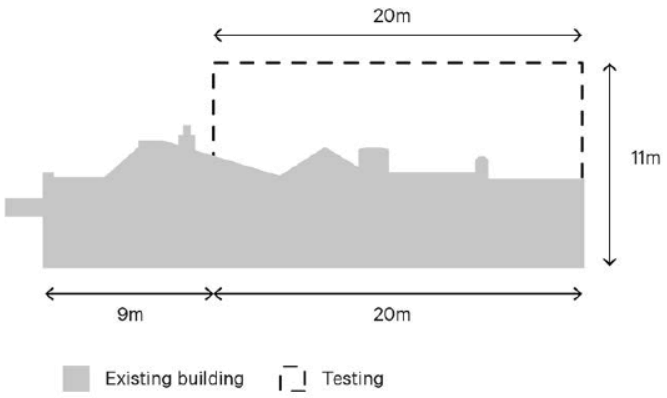


Figure 45. Scenario 5 section

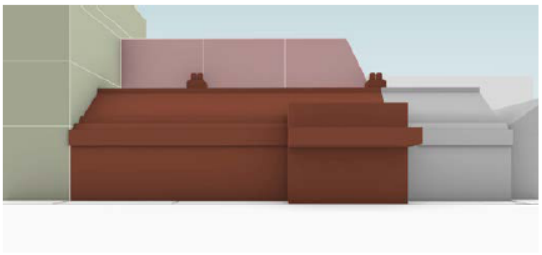


Figure 46. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

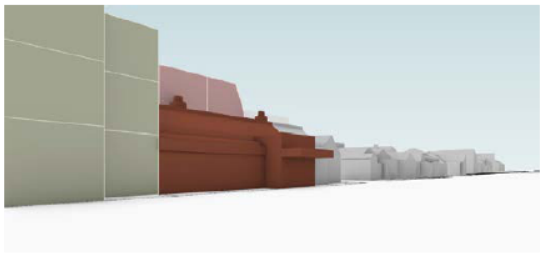


Figure 49. VIEW 2 - Looking east from the southern footpath on Swan Street.

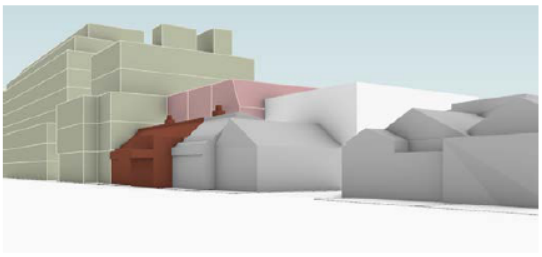


Figure 47. VIEW 3 - Looking west from the southern footpath on Swan Street.

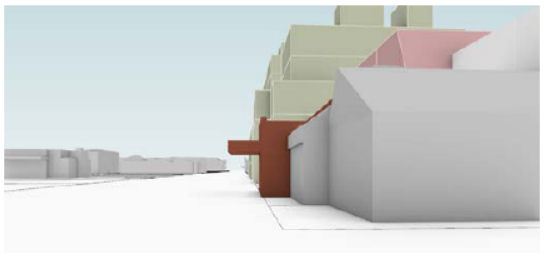


Figure 50. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

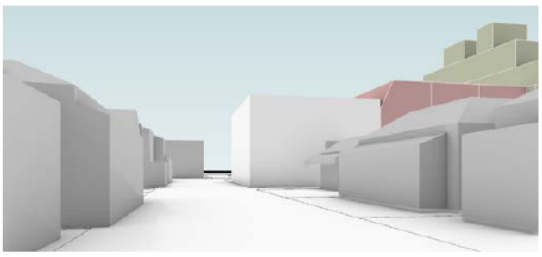


Figure 48. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 6

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
6	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 53).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	A 10m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 19m would be able to be delivered.

Table 19. Scenario 6 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
11m	10m	11m	N/A

Table 20. Built form metrics

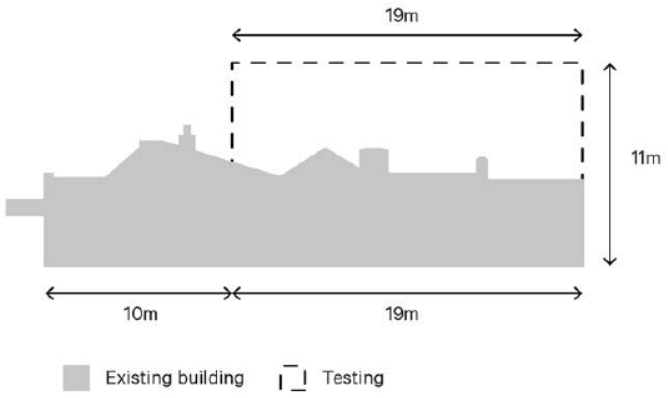


Figure 51. Scenario 6 section

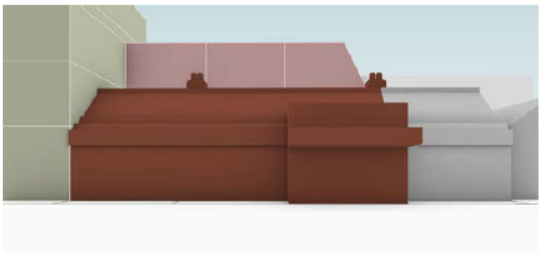


Figure 52. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

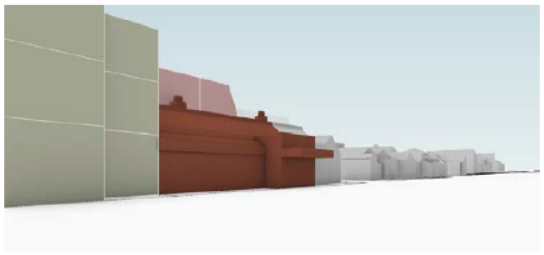


Figure 55. VIEW 2 - Looking east from the southern footpath on Swan Street.

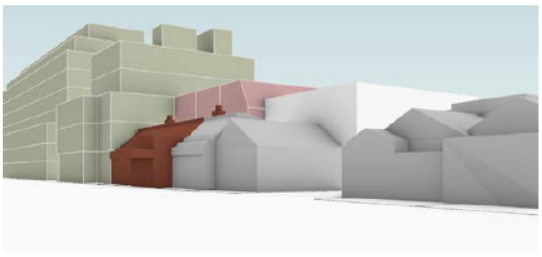


Figure 53. VIEW 3 - Looking west from the southern footpath on Swan Street.

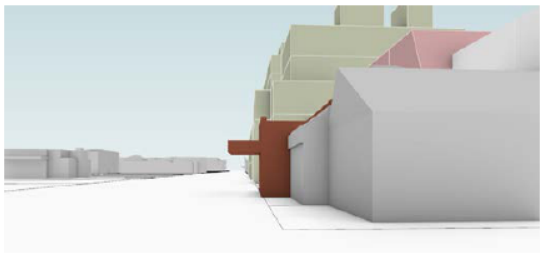


Figure 56. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

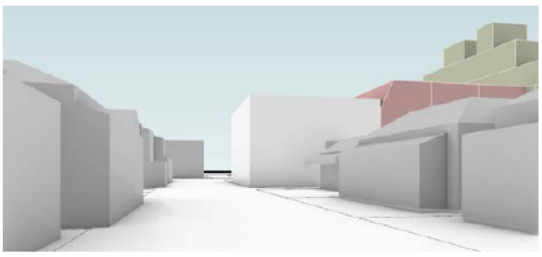


Figure 54. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 7

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
7	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 59)	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	An 11m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 18m would be able to be delivered.

Table 22. Scenario 7 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
11m	11m	11m	N/A

Table 21. Built form metrics

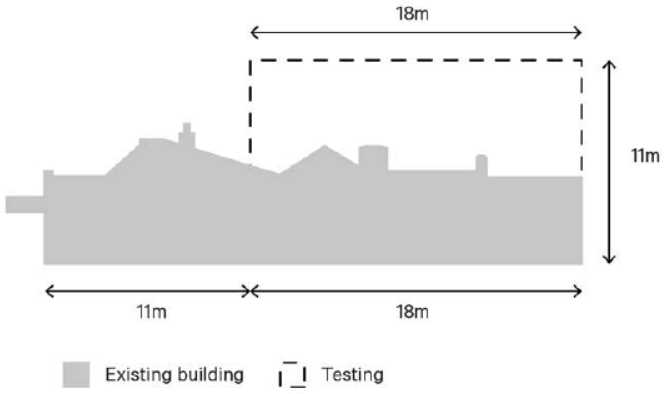


Figure 57. Scenario 7 section

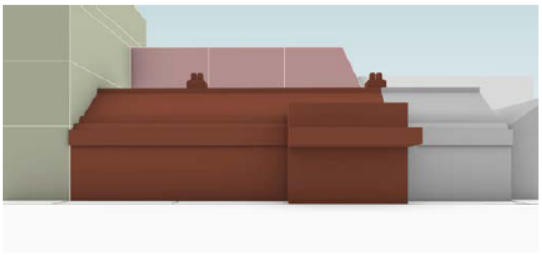


Figure 58. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

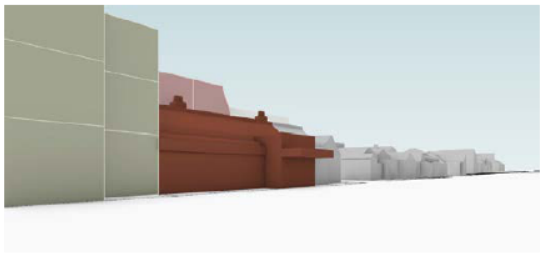


Figure 61. VIEW 2 - Looking east from the southern footpath on Swan Street.

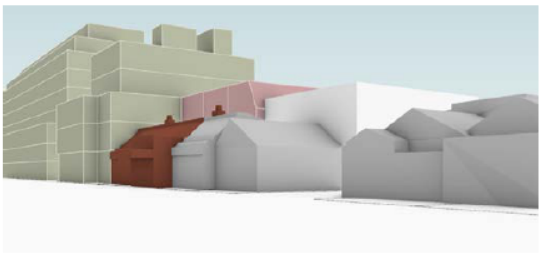


Figure 59. VIEW 3 - Looking west from the southern footpath on Swan Street.

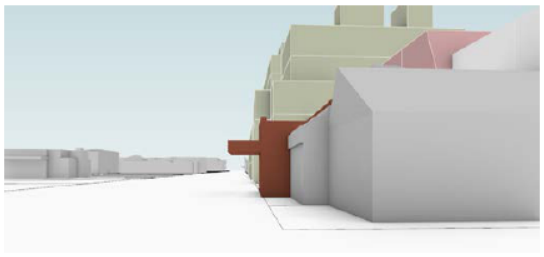


Figure 62. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

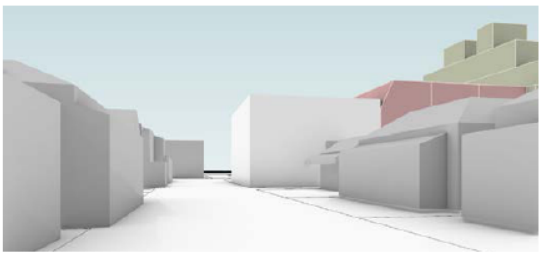
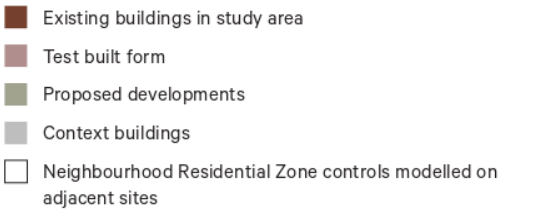


Figure 60. VIEW 5 - Looking south from the eastern footpath on Queen Street.



Built fom testing
Scenario 8

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
8	Height of the building is not visually dominant and aligns with the height of the proposed street wall at 487-491 Swan Street (see Figure 65).	The consistent setback between 493-497 and 499 Street retains the cohesiveness of the heritage cluster.	An overall building height of 11m provides an appropriate transition to the heritage buildings in the east.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 17m would be able to be delivered.

Table 24. Scenario 8 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
11m	12m	11m	N/A

Table 23. Built form metrics

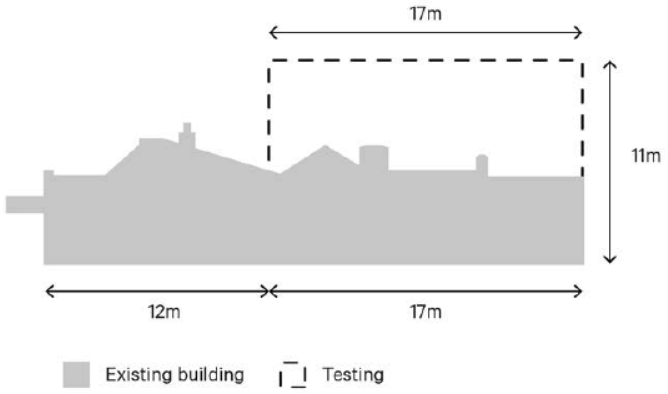


Figure 63. Scenario 8 section

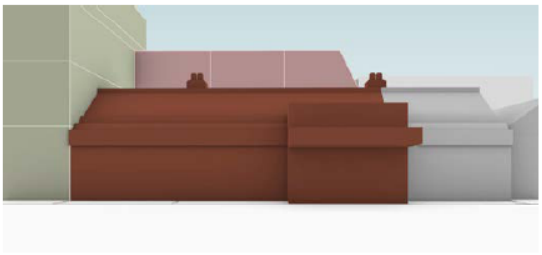


Figure 64. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

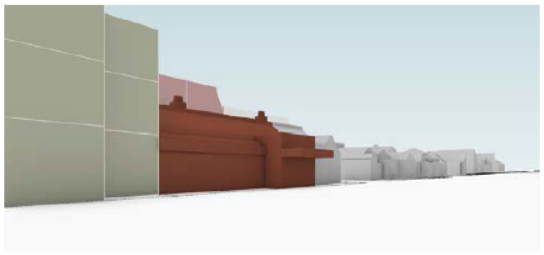


Figure 67. VIEW 2 - Looking east from the southern footpath on Swan Street.

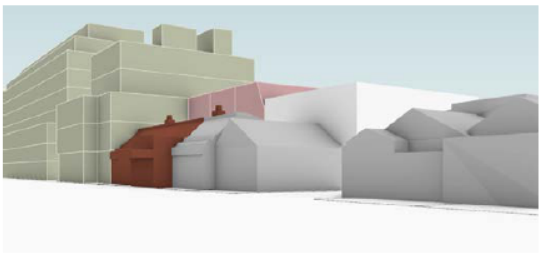


Figure 65. VIEW 3 - Looking west from the southern footpath on Swan Street.

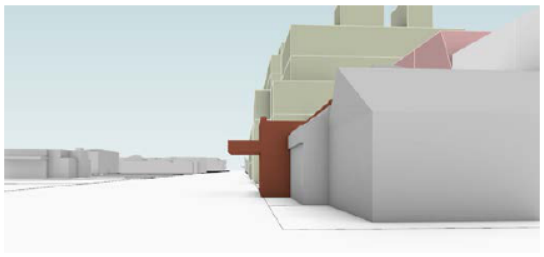


Figure 68. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

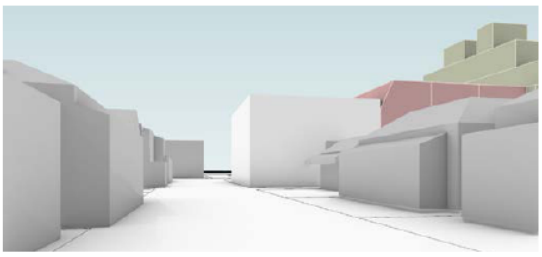


Figure 66. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 9

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
9	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 72)	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	A 9m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.

Table 26. Scenario 9 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
14.5m	9m	11m	4m

Table 25. Built form metrics

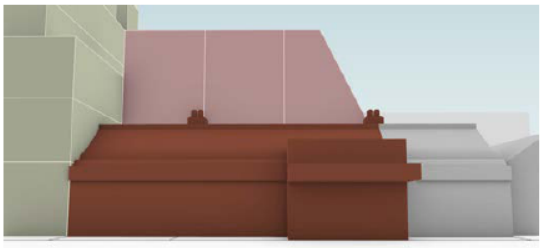


Figure 70. View front on from opposite side of Swan Street, view tilted upwards.

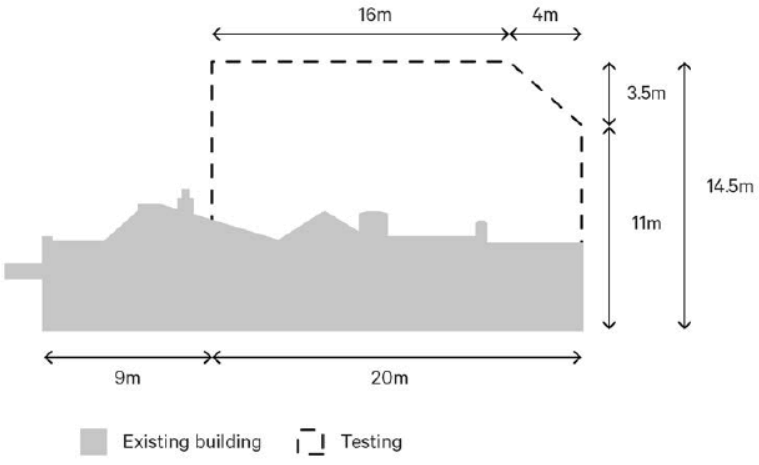


Figure 69. Scenario 9 section

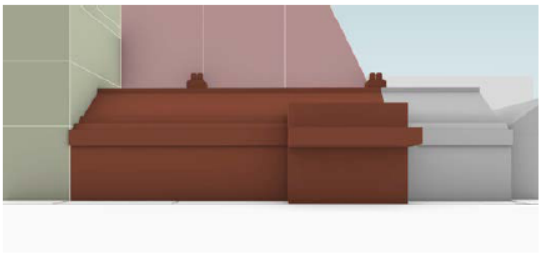


Figure 71. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

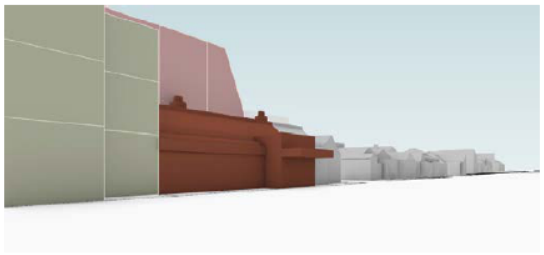


Figure 74. VIEW 2 - Looking east from the southern footpath on Swan Street.

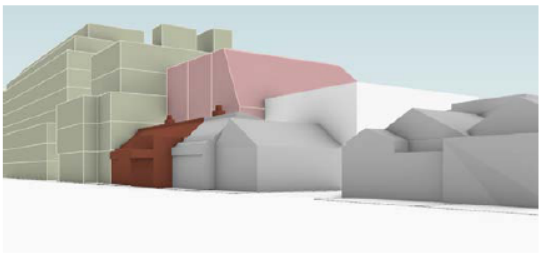


Figure 72. VIEW 3 - Looking west from the southern footpath on Swan Street.

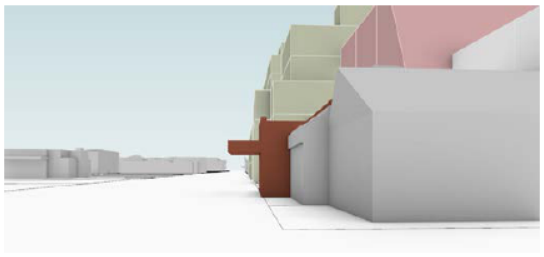


Figure 75. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

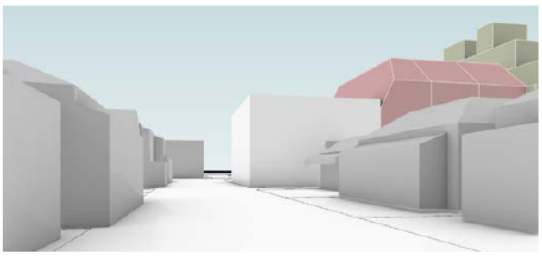


Figure 73. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 10

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
10	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 79).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	A 10m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.

Table 28. Scenario 10 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
14.5m	10m	11m	4m

Table 27. Built form metrics

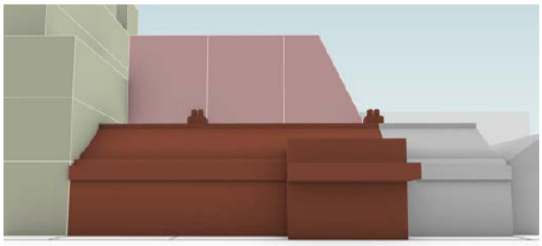


Figure 76. View front on from opposite side of Swan Street, view tilted upwards.

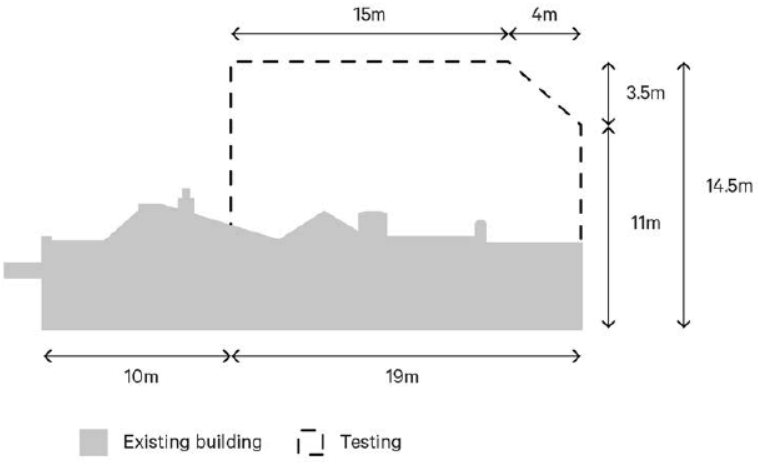


Figure 77. Scenario 10 section

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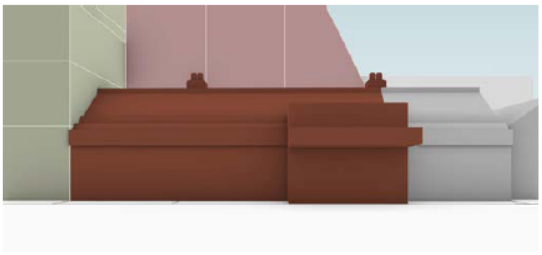

Figure 78. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

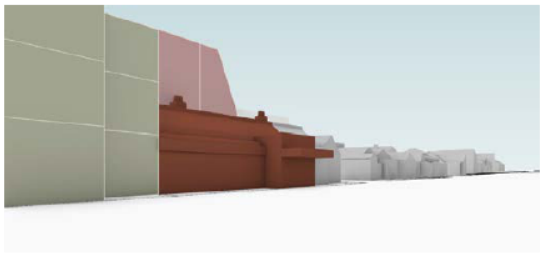

Figure 81. VIEW 2 - Looking east from the southern footpath on Swan Street.

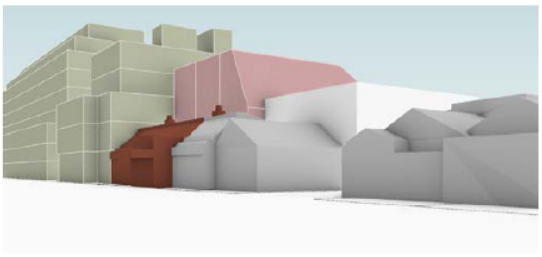

Figure 79. VIEW 3 - Looking west from the southern footpath on Swan Street.

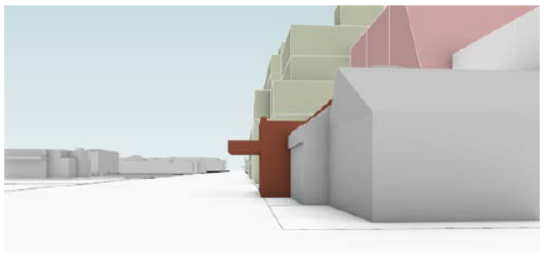

Figure 82. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

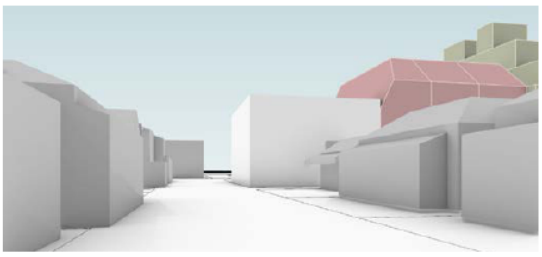

Figure 80. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 11

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
11	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 86).	The variable setback between 493-497 and 499 Swan Street reduces the cohesiveness of the heritage cluster.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	An 11m setback would retain the first roofline and the chimney. However, it would not retain the first two rooms of the building which is considered best-practice	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.

Table 30. Scenario 11 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
14.5m	11m	11m	4m

Table 29. Built form metrics

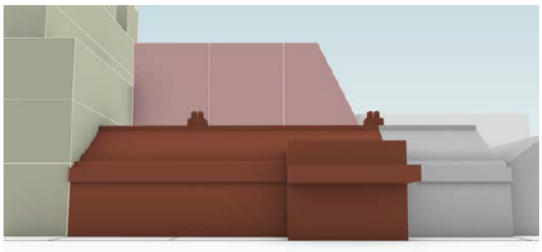

Figure 83. View front on from opposite side of Swan Street, view tilted upwards.

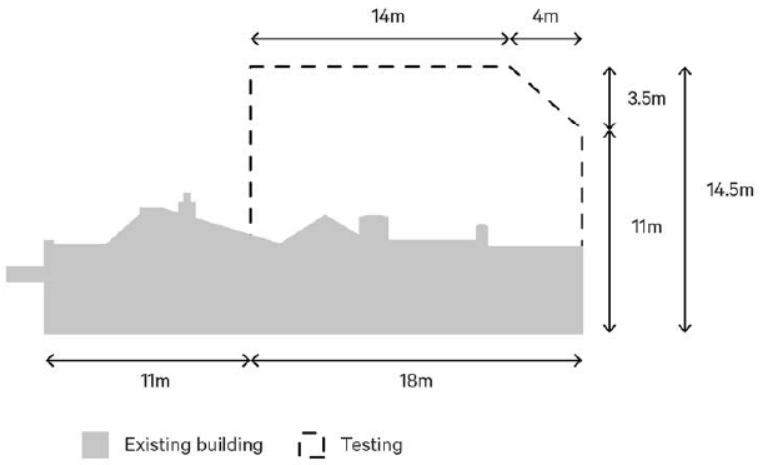

Figure 84. Scenario 11 section

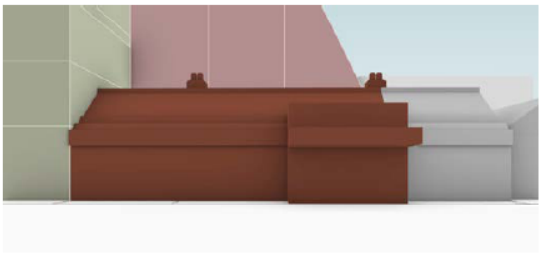

Figure 85. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

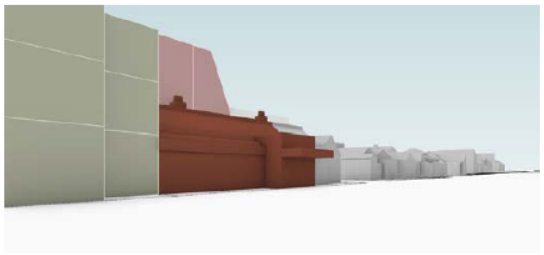

Figure 88. VIEW 2 - Looking east from the southern footpath on Swan Street.

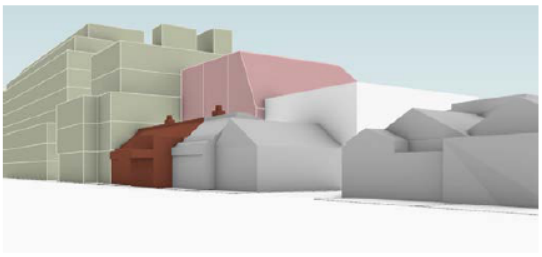

Figure 86. VIEW 3 - Looking west from the southern footpath on Swan Street.

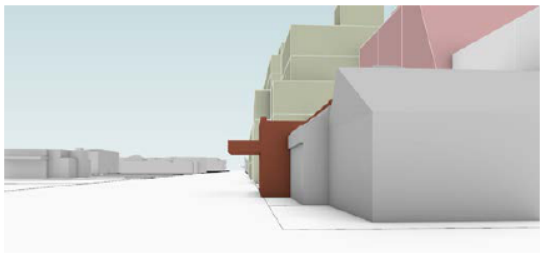

Figure 89. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

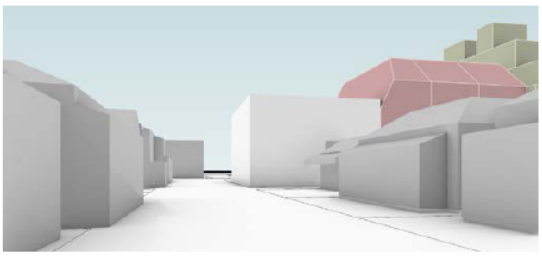

Figure 87. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Built fom testing
Scenario 12

Optimum outcome
Acceptable outcome
Unacceptable outcome

SCENARIO	TO AVOID A VISUALLY DOMINANT UPPER LEVEL FORM ABOVE THE HERITAGE BUILDINGS.	TO MAINTAIN THE COHESIVENESS OF THE CLUSTER OF HERITAGE BUILDINGS WITH A SHARED ROOF FORM.	TO PROVIDE AN APPROPRIATE TRANSITION IN SCALE TO THE HERITAGE AND RESIDENTIAL BUILDINGS IN THE EAST.	TO SUFFICIENTLY RETAIN THE EXISTING HERITAGE FABRIC AS PER 15.03-1L.	TO FACILITATE THE DELIVERY OF BUILDINGS WITH A SUFFICIENT FLOORPLATE DEPTH AT UPPER LEVELS.
12	Height of the building is visually dominant and exceeds the height of proposed street wall at 487-491 Swan Street (see Figure 93).	The consistent setback between 493-497 and 499 Street is positive but the cohesiveness of the heritage cluster is compromised by the height variation of two storeys.	A building height of 14.5m is inappropriate and doesn't effectively transition to the scale of heritage buildings in the east.	A 12m setback would retain the first roofline, the chimney and the first two-rooms of the building which is considered best-practice.	A building with a depth of 20m would be able to be delivered. However, to meet the interface requirements to the east, the floorplate at the upper levels would be reduced to 2.5m in width, this would only be sufficient for a very small room.

Table 32. Scenario 12 assessment

OVERALL BUILDING HEIGHT	UPPER LEVEL STREET SETBACK	REAR STREET WALL HEIGHT	UPPER LEVEL SIDE AND REAR SETBACK
14.5m	12m	11m	4m

Table 31. Built form metrics

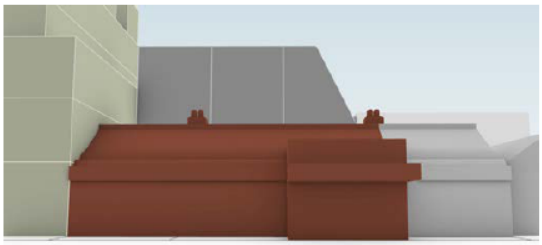

Figure 90. View front on from opposite side of Swan Street, view tilted upwards.

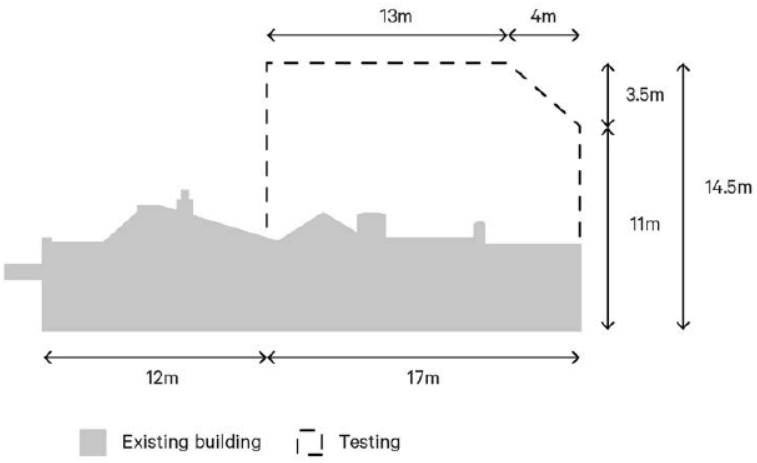

Figure 91. Scenario 12 section

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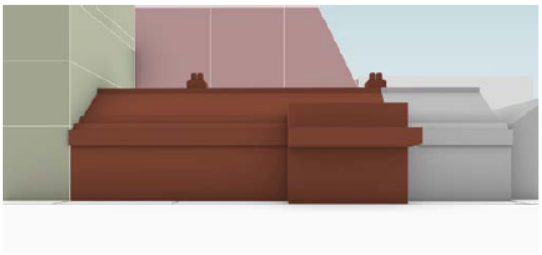

Figure 92. VIEW 1 - Looking north at the subject sites from the southern footpath on Swan Street.

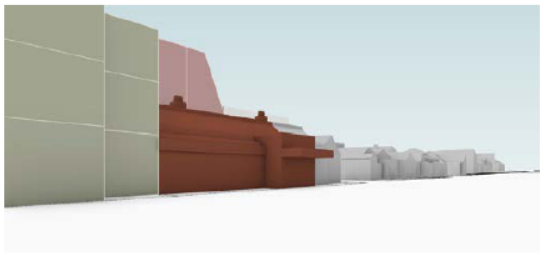

Figure 95. VIEW 2 - Looking east from the southern footpath on Swan Street.

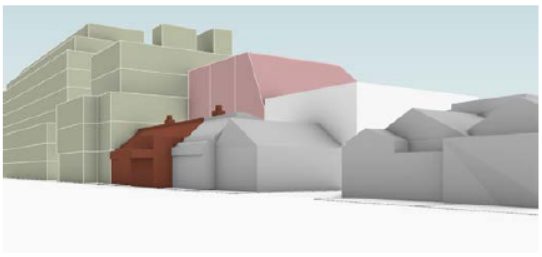

Figure 93. VIEW 3 - Looking west from the southern footpath on Swan Street.

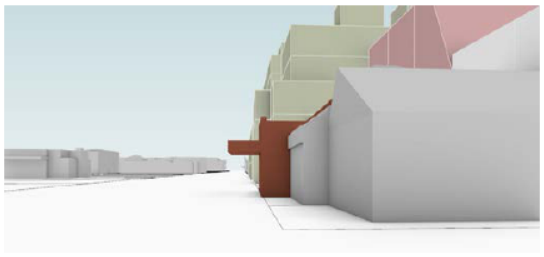

Figure 96. VIEW 4 - Looking west from the northern footpath on Swan Street at the intersection of Queen Street and Swan Street.

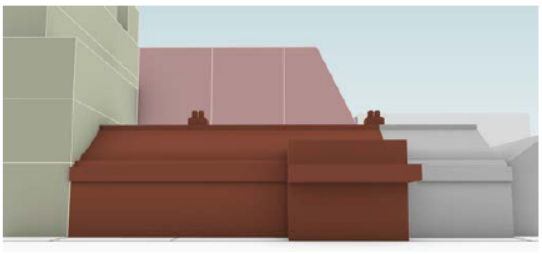

Figure 94. VIEW 5 - Looking south from the eastern footpath on Queen Street.

- Existing buildings in study area
- Test built form
- Proposed developments
- Context buildings
- Neighbourhood Residential Zone controls modelled on adjacent sites

Hodyl & Co

Attachment 4 - Attachment 4 - 493-497 Swan Street, Richmond Heritage Analysis & Built Form Review

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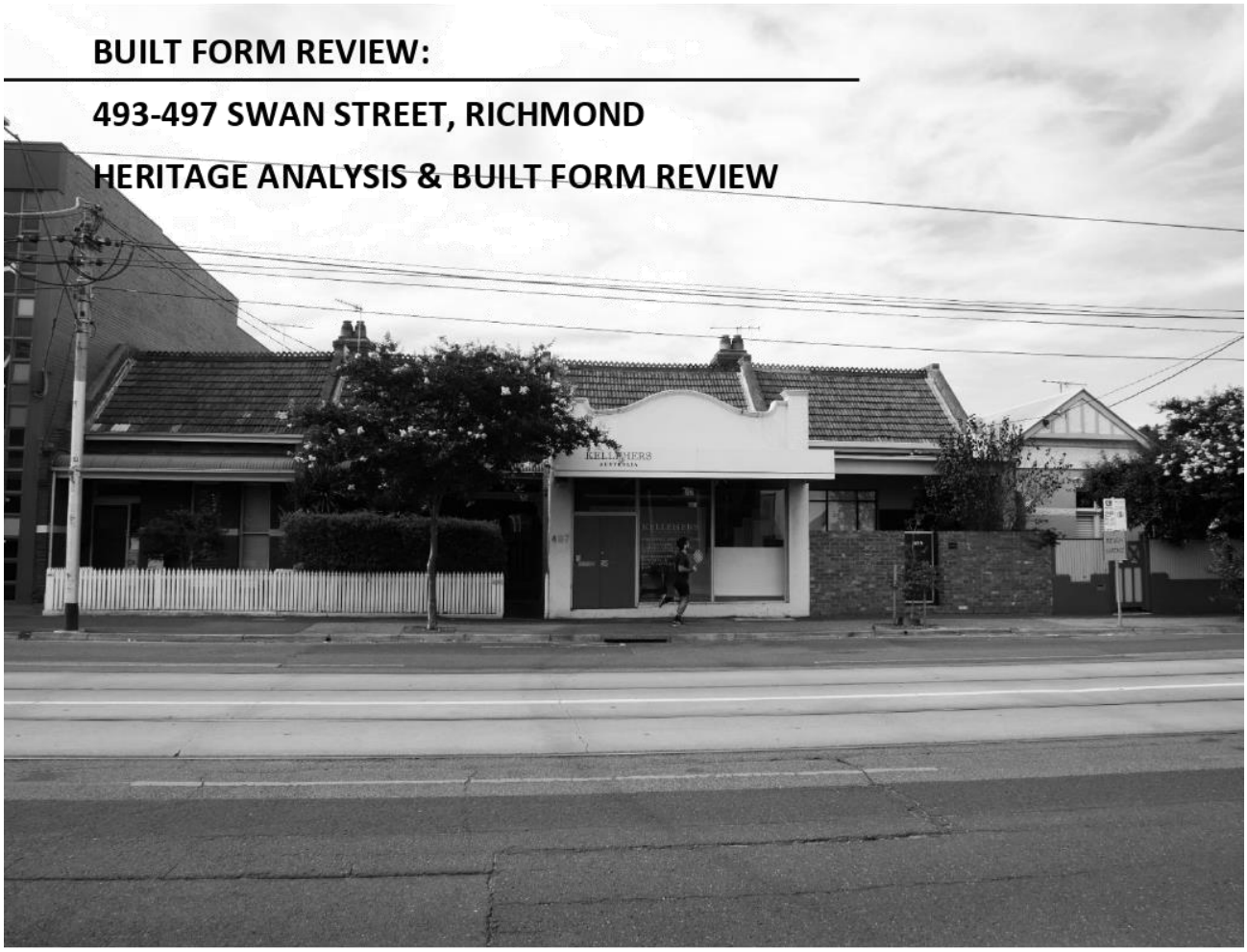
BUILT FORM REVIEW:

493-497 SWAN STREET, RICHMOND

HERITAGE ANALYSIS & BUILT FORM REVIEW



PREPARED FOR:	City of Yarra
DATE:	31 March 2021
FILE:	2021-004

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The subject site forms part of the traditional lands of the Wurundjeri People, who are represented by the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation. This report is limited in its scope to consideration of post-contact cultural heritage and does not provide advice on any Aboriginal cultural heritage significance. Nonetheless, we acknowledge the Wurundjeri People as the Traditional Owners of the land at this place and pay our respects to their Elders past, present and emerging. For more information on the Wurundjeri People, please visit https://www.wurundjeri.com.au/.

PROJECT TEAM

Jim Gard'ner | Director

Jessica Hogg | Heritage Consultant

COVER IMAGE

Swan Street, looking north towards 493-501 Swan Street.

GLOSSARY OF ABBREVIATIONS

C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
DDO	Design and Development Overlay
DELWP	Department of Environment, Land, Water and Planning
GRZ	General Residential Zone
HO	Heritage Overlay
MAC	Major Activity Centre
MUZ	Mixed Use Zone
NAC	Neighbourhood Activity Centre
NRZ	Neighbourhood Residential Zone
PPN	Planning Practice Note
VHR	Victorian Heritage Register

All photos taken by GJM Heritage in February 2021 unless otherwise stated.

DOCUMENT VERSIONS

Project No.	Version	Issued To	Date Issued
2021-004	1.0	City of Yarra	31 March 2021

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1.0 INTRODUCTION

1.1 PROJECT

The purpose of this project is to provide expert heritage advice to inform the recommendations of the '493-497 Swan Street Built Form Review and Recommendations' project. The advice will help ensure that the built form recommendations appropriately consider heritage values and achieve acceptable outcomes.

This advice has specific regard to the implications for 499 Swan Street, which shares the same roof form as 493-497 Swan Street (the subject sites). During the course of this work, it was determined that all the properties that front Swan Street between Belgravia Street and Queen Street – that is, numbers 487-491, 493, 495, 497, 499 and 501 - should be considered the study area. As demonstrated in Figure 1 below, the numbers 487-491, 499 and 501 Swan Street provide the immediate context for the subject sites.

Figure 1. The study area (487-501 Swan Street) viewed from the southern side of Swan Street. The subject sites are numbers 493, 495 and 497 Swan Street.
(Source: Hodyl & Co, March 2021).

This report does not seek to revise the application and extent of the Heritage Overlay or the existing Statements of Significance for HO309 – Bendigo Street, Precinct.

The City of Yarra has identified the following objectives of the project:

- To understand the heritage buildings and Swan Street streetscapes within the Bendigo Street Heritage Precinct (HO309).
- To identify architectural and heritage features (e.g. parapets, roofline treatments, view lines, corner sites) that are relevant to the consideration of any built form recommendations.
- To undertake a review of the suitability of preliminary and final built form recommendations against the heritage fabric of the study area.
- To ensure that the recommendations arising from the 493-497 Swan Street Built Form Review and Recommendations project take full and proper account of the place's heritage values, and achieve acceptable heritage built form outcomes.
- To document the methodology used and provide logic and evidence to support any changes to the built form recommendations.

1.2 BACKGROUND

In Submission 21 made to Council during the exhibition of Amendment C191yara (built form controls for Swan Street Major Activity Centre) in early 2019, the owners of 497 Swan Street requested that their property be included in the proposed Design and Development Overlay boundary.

On 10 September 2019, Council considered the amendment and submissions received. Council resolved, amongst other things, to:

> *Refer Submission 21 to officers for further advice as to the opportunity to include properties at 493- 497 Swan St, Richmond into DD017.*

At the hearing, the independent Panel publicly considered Submission 21 together with additional written and verbal submissions from the owners of 497 Swan Street.

After considering submissions, the Panel agreed with Council and did not support the Precinct 4 boundary being realigned to include 493-497 Swan Street through the Amendment because:

- there is insufficient strategic work to support the proposal;
- the implications of applying the DDO provisions need to be clearly understood; and
- it is beyond the scope of the Amendment and should be reviewed through a separate process.

The Panel supported the amended Swan Street Framework Plan tabled at the hearing by Council. At its meeting on 15 December 2020, Council resolved to (amongst other things):

- progress further strategic work as soon as practicable for the land; and
- prepare a report for Council to consider by April 2021 in relation to the sites at 493-497 Swan Street based on the findings of the consultant team.

While the Council resolutions only pertained to the land at 493-497 Swan Street as they are in the C1Z, this report considers the whole of the northern side of Swan Street between Belgravia Street to the west and Queens Street to the east, as these properties provide the immediate context of the subject sites.

1.3 METHODOLOGY

Site inspections were undertaken in February 2021; all photographs were taken at this time unless otherwise stated. Numbers 487-491, 493, 495, 497, 499 and 501 Swan Street were inspected from the public realm including from Belgravia and Queen streets and the (unnamed) laneway to the rear (north). The Bendigo Street Precinct was also inspected to the extent of Queen Street and Bendigo Street south of Survey Street.

A document review was undertaken of previous heritage and built form analysis of the subject sites, along with a review of existing heritage controls, the Statement of Significance and heritage gradings. This work included consideration of the following matters:

- Clause 15.03S – Heritage conservation
- Clause 21.05-1 – Heritage

- Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
- Clause 22.10 – Built Form and Design Policy
- Clause 43.01 – Heritage Overlay
- Clause 43.01 – Schedule to the Heritage Overlay
- Clause 72.02-3 – Integrated decision making
- Incorporated Document: *City of Yarra Database of Heritage Significant Areas (July 2020)*
- Planning Practice Note 1: *Applying the Heritage Overlay* (August 2018)
- Planning Practice Note 59: *The Role of Mandatory Provisions in the Planning Scheme (*September 2018)
- Planning Practice Note 60: *Height and Setback Controls for Activity Centre* (September 2018)
- Relevant Planning Scheme Amendments Including:
    - Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
    - Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
    - Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
    - Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
    - Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).
    - Stonnington Planning Scheme Amendment C223 'Glenferrie Road and High Street Activity Centre' (15 December 2017)
    - Darebin Planning Scheme Amendment C161 'Fairfield Village' (3 December 2018)
    - Yarra Planning Scheme Amendment C220 'Johnston Street Built Form Controls' (22 February 2019)
    - Melbourne Planning Scheme Amendment C308 'Central Melbourne Urban Design' (16 May 2019)
    - Melbourne Planning Scheme Amendment C258 'Heritage Policies Review' (21 May 2019)
    - Yarra Planning Scheme Amendment C231 'Queens Parade Built Form Review' (31 October 2019)
    - Yarra Planning Scheme Amendment C191 'Swan Street Activity Centre Built Form Framework' (15 October 2020).

GJM reviewed 3D modeling of 12 different built form scenarios (these scenarios are included in an appendix to the 493-497 Swan Street, Richmond Built Form Review, Hodyl & Co, March 2021) to identify whether or not the heights, setbacks and

massing achieved an acceptable outcome. This report is also informed by the previous strategic heritage advice GJM has provided to the City of Yarra in relation to the Swan Street Major Activity Centre (MAC) and other commercial high streets within the municipality.

Amendment C269yara proposes to introduce a new Municipal Planning Strategy, local policies and supporting documents into the Yarra Planning Scheme, including provisions relevant to the identification, management and development of heritage places. Exhibition of this Amendment concluded on 20 November 2020 and is currently under assessment. This Amendment remains at an early stage of the process, therefore the advice provided in this report, while noting the proposed new local heritage policy at Clause 15.03-1L, has been generally informed by the relevant existing Local Planning Policy, in particular clauses 22.02 and 22.10.

Excerpts of the previous advice provided by GJM in relation to these properties is provided below.

1.4 PREVIOUS ADVICE

The subject land was considered as part of previous strategic heritage analysis undertaken by GJM. The following provides a summary of the recommendations previously made in relation to this land.

1.4.1 Swan Street Built Form Heritage Review

GJM Heritage undertook the Swan Street Built Form Heritage Review in 2017 to provide specific advice on the heritage considerations for the Swan Street Structure Plan study area. The purpose of the Heritage Review was to ensure that the recommendations arising from the built form review prepared by Tract Consulting – and translated into the DDO – take proper account of the historic (non-Indigenous) cultural heritage values within the study area. The *Swan Street Built Form Heritage Review* report (dated 27 September 2017) provided the following advice in relation to the subject sites, which formed part of the Burnley Station Precinct within the Swan Street Structure Plan (David Lock & Associates, 2014). Chapter 11.5 (pp.54-55) of the Built Form Heritage Review which considered these properties reads:

> *The Study Area, again reflecting the extent of commercially zoned land on Swan Street, includes three properties that are subject to the Bendigo Street Precinct (HO309). Other than these three properties, the rest of HO309 is zoned NRZ recognising the low-rise residential character of the area. The three buildings at 493, 495 and 497 Swan Street form part of a row of four single-storey Edwardian-era terraced houses identified as 'contributory' in Appendix 8. 493 and 495 Swan Street appear reasonably intact, while 497 Swan Street has been converted to commercial use with a shop constructed in front of the house.*
>
> *The preferred built form outcomes for the portion of HO474 within the Study Area are:*
>
> - *That the properties should remain low-rise residential in character.*
> - *New development take the form of high quality, contemporary, recessive additions to the predominantly single-storey houses in accordance with Council's heritage policy at Clause 22.02 of the Yarra Planning Scheme.*

> *We recommend that the status of these properties be reconsidered with either all properties included in, or excluded from, the Study Area. In heritage terms, rezoning this land NRZ and removing these properties from the Study Area would be the preferred outcome.*

Further, Chapter 12.3.5 (p.65) recommended:

> *The status of these properties should be reconsidered with either all properties included in, or excluded from, the Study Area. If all properties remain within the Study Area, a street wall height control will not be required (by virtue of the 'contributory' status of these properties).*

1.4.2 Swan Street Built Form Study: Heritage Assessments & Analysis

To support the Swan Street Built Form Heritage Review, GJM undertook a review of the existing Statements of Significance and considered anomalies in terms of the extent and application of the Heritage Overlay within the Swan Street Structure Plan study area. This culminated in the *Swan Street Built Form Study: Heritage Assessments & Analysis* report dated 5 October 2017. In relation to the subject sites the Heritage Assessments & Analysis report recommended amendments to the Statement of Significance for HO309 - Bendigo Street Precinct to include reference to the consistent building scale and setbacks as contributory elements within the precinct.

1.4.3 Amendment C191yara

Jim Gard'ner prepared an expert evidence statement for the City of Yarra dated 26 November 2019 in relation to the heritage matters relating to Amendment C191yara. This was updated in a supplementary expert witness statement dated 13 July 2020. The expert witness statement notes at paragraph 119 (p.49) that the proposed Schedule 28 to the Design and Development Overlay (DDO28) *"...excludes the three single storey residential (or former residential) buildings at 493, 495 and 497 Swan Street that are included within HO309 – Bendigo Street Precinct and were originally included within the Study Area."*

The expert evidence statement responded to Submission 21 at paragraphs 151-156 (pp.63-64) is reproduced below:

> ***7.7 497 Swan Street, Richmond - Submission 21***
>
> *[151] Submission 21 supports the application of height controls but assert that the extent of the Activity Centre should align with the C1Z zoning. In relation to heritage they recommend that 497 Swan Street and 'adjoining terraces' be removed from HO309 asserting that:*
>
> > *These terraces are ungraded and contribute insignificantly to the Heritage Character of the area and, in this location, impede the strategic purpose of commercial intensification along Swan Street.*
>
> *[152] 497 Swan Street is one of a row of four terraced singled storey houses dating from the Edwardian (1901-1914) period. The row of houses has been altered; with 497 Swan Street having had a shop that occupies what was the verandah, and front garden added during the Inter-War (1918-1939) period. Located within the C1Z and*

subject to HO309 – Bendigo Street Precinct, Richmond, this property forms the boundary between the C1Z and the Neighbourhood Residential Zoned (NRZ) that makes up the remainder of HO309. The property is located within Precinct 4 – Burnley Station of the proposed DDO17.

[153] I note that numbers 493, 495, 497, 499 and 501 Swan Street are all graded 'contributory' within Appendix 8[1], which means that the terraces are not 'ungraded' as asserted. The citation for the Bendigo Street Precinct specifically includes the Swan Street properties and identifies contributory attributes that are evident in the terraces. These include (emphasis added):

> *The contributory buildings in the Bendigo St Heritage Overlay Area include mainly (but not exclusively) **small attached and detached Victorian-era and Edwardian-era one-storey houses**, but with some well preserved residential examples from the immediate post First-War era, having typically:*
>
> - ***Pitched gabled or hipped roofs**, with some facade parapets;*
> - ***One storey wall heights**;*
> - *Weatherboard, **face brick** (red, bichrome and polychrome), bluestone, or **stucco walls**;*
> - *Corrugated iron roof cladding, **Marseilles pattern terra-cotta tiles**, with some slate roofing;*

[154] The Heritage Review describes this area at page 7:

> *To the east of Belgravia Street, the north side of Swan Street becomes residential in character and this continues to Park Grove at the eastern end of the Study Area, abutting the Burnley Gardens. The residences on the north side of Swan Street are included within the Bendigo Street Precinct (HO309) and a small number of these houses are contained in the Study Area.*

[155] And goes on to make the following recommendations at pages 54 and 55:

> *The Study Area, again reflecting the extent of commercially zoned land on Swan Street, includes three properties that are subject to the Bendigo Street Precinct (HO309). Other than these three properties, the rest of HO309 is zoned NRZ recognising the low-rise residential*

---

[1] Incorporated *Document City of Yarra Review of Heritage Overlay Areas 2007: Appendix 8* (revised May 2018). This document was the precursor to the Incorporated Document: *City of Yarra Database of Heritage Significant Areas* (July 2020).

character of the area. The three buildings at 493, 495 and 497 Swan Street form part of a row of four single-storey Edwardian-era terraced houses identified as 'contributory' in Appendix 8. 493 and 495 Swan Street appear reasonably intact, while 497 Swan Street has been converted to commercial use with a shop constructed in front of the house.

The preferred built form outcomes for the portion of HO474 within the Study Area are:

- *That the properties should remain low-rise residential in character.*
- *New development take the form of high quality, contemporary, recessive additions to the predominantly single-storey houses in accordance with Council's heritage policy at Clause 22.02 of the Yarra Planning Scheme.*

We recommend that the status of these properties be reconsidered with either all properties included in, or excluded from, the Study Area. In heritage terms, rezoning this land NRZ and removing these properties from the Study Area would be the preferred outcome.

[156] The period of construction, form and levels of intactness of the dwellings at 493, 495, 497, 499 and 501 Swan Street is consistent with their 'contributory' grading in Appendix 8 and in my view there is no reason to consider amending the extent of HO309 to exclude these properties from the Heritage Overlay.

Having reconsidered these properties as part of this review, it remains our advice that there is no reason to consider either:

1. amending the extent of HO309 to remove these properties from the Heritage Overlay; or
2. re-grading these properties from 'contributory' to 'not-contributory' within the *City of Yarra Database of Heritage Significant Areas*.

2.0 STUDY AREA

The study area comprises the land bounded by Swan Street to the south, Belgravia Street to the west, Queen Street to the east and the (unnamed) laneway to the north. It is located at the eastern end of the Swan Street commercial corridor on the northern side of the street. The study area includes 487-491, 493, 495, 497, 499 and 501 Swan Street.

Figure 2. Location of study area along Swan Street, in Melbourne's inner-eastern suburb of Richmond (indicated by blue marker) (Source: Melways online, accessed 25 February 2021).

The study area includes the subject sites at 493, 495 and 497 Swan Street being those properties zoned Commercial 1 Zone (C1Z) and included within the extent of the Bendigo Street Precinct (HO309) (the subject sites).

Figure 3. Aerial image showing location of study area (indicated by blue dashed line) (Source: Nearmap, January 2021).

Figure 4. Zoning map, showing study area (indicated by blue dashed line) (Source: VicPlan, accessed 25 February 2021).

The three-storey commercial building at 487-491 Swan Street is located at the eastern end of the Swan Street MAC. This building is not subject to the Heritage Overlay and has no heritage values. A terrace row of four residences (or former residences) occupies the centre of the study area at number 493, 495, 497 and 499 Swan Street. A single-storey house of gable ended form also dating from the Edwardian-period is located at 501 Swan Street.

Figure 5. Looking northwest to the study area from the south side of Swan Street opposite the intersection with Queen Street.

3.0 BENDIGO STREET PRECINCT, RICHMOND (HO309)

Numbers 493 to 501 Swan Street form the southwestern corner of HO309 – Bendigo Street Precinct. This is a medium-sized precinct in the context of the City of Yarra and is generally bounded by Swan Street to the south, Burnley Park to the east, Albert and Khartoum Streets to the north, and the rear boundaries of the properties addressing Belgravia Street to the west. HO309 is primarily residential in character, with the majority of properties dating to the late nineteenth or early twentieth centuries.

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?
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

Figure 6. Extract from Yarra Planning Scheme Schedule to the Heritage Overlay, showing HO309 – Bendigo Street Precinct.

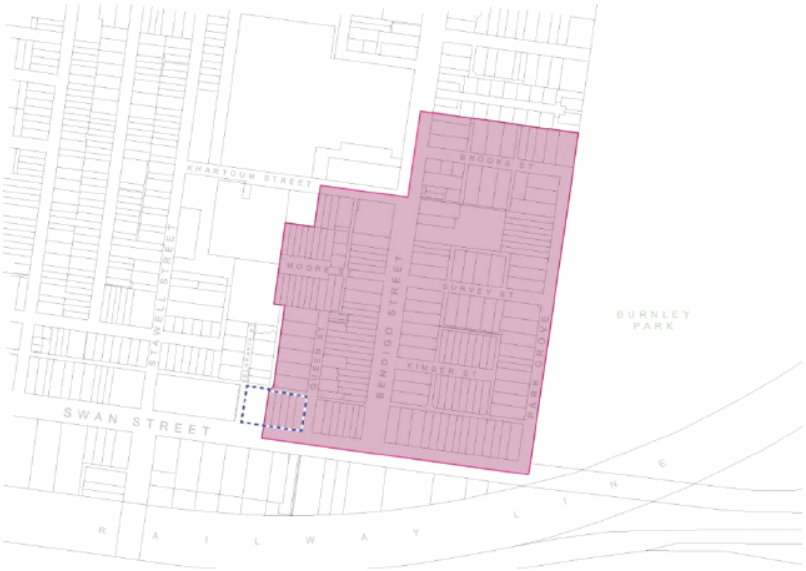

Figure 7. Map showing the study area (blue dashed line) in the context of HO309 – Bendigo Street Precinct (pink).

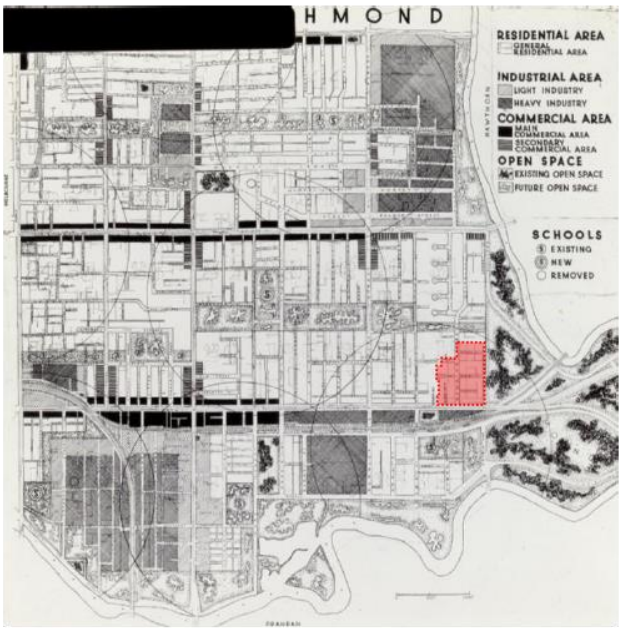

Figure 8. Map of Richmond (c.1920-c.1930) showing land uses. Approximate extent of Bendigo Street Precinct indicated (Source: SLV, H2011.35/14 "Richmond, [Vic.][picture]).

The Statement of Significance for the Bendigo Street Precinct reads:

What is significant?

The Bendigo Street Heritage Overlay Area was part of Crown Allotment 16 as sold to J M Chisholm in 1840.17 Plans from 1895 show that, by then, three-quarters of the area was developed with housing, mostly in Park Grove, Kimber, Brooks and Survey Streets. The Wertheim Piano Factory (HO224), later the GTV9 television studios, dominated the area from the Edwardian-era. The factory was once the largest piano factory in Australia, occupying a four acre site, complete with its own power generator and tramline. Designed c1909 by architect Nahum Barnet, the buildings are important heritage elements in the streetscape.

Nearby Richmond Park (now Burnley Park was the pleasure ground for this area as well as the rest of inner Melbourne and now forms the eastern boundary of the area.

Main development era

The main development era evident in the heritage overlay is that of the Victorian and Edwardian-eras, with a contribution from well preserved inter-war buildings and individually significant places of all eras, such as the former Werthefim Piano Factory.

Contributory elements

The contributory buildings in the Bendigo St Heritage Overlay Area include mainly (but not exclusively) small attached and detached Victorian-era and Edwardian-era one-storey houses, but with some well preserved residential examples from the immediate post First-War era, having typically:

- *Consistent building scale and setbacks;*

- *Pitched gabled or hipped roofs, with some façade parapets;*
- *One storey wall heights;*
- *Weatherboard, face brick (red, bichrome and polychrome), bluestone, or stucco walls;*
- *Corrugated iron roof cladding, Marseilles pattern terra-cotta tiles, with some slate roofing;*
- *Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;*
- *Post-supported verandah or porch elements facing the street;*
- *Less than 40% of the street wall face comprised with openings such as windows and doors; and*
- *Front gardens, originally bordered by typically timber picket front fences or wire fences (inter- war) of around 1m height; also*
- *Corner shops and residences with large display windows and zero boundary setbacks.*
- *Public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths*

How is it significant?

HO309 Bendigo Street Heritage Overlay Area, Richmond is aesthetically and historically significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)

Why is it significant

The Bendigo Street Heritage Overlay Area is significant for:

- *Its substantially intact single-storey Victorian-era housing that varies between modest and ornate;*
- *Edwardian house examples, particularly in Swan and Moore Streets, being both typical and highly decorated Edwardian dwelling types, complemented by the significant Edwardian-era former Wertheim Piano Factory;*
- *The retention of early materials and elements in the public domain, such as street construction, and the retention of many bluestone laneways;*
- *The demonstration of a typical 19th century suburban area with its attached and detached housing stock and corner shops, that has been subsequently lost in other parts of the inner suburbs; and*
- *The consistency of building scale and setbacks, creating cohesive and homogeneous streetscapes that are enhanced by mature plane tree avenue plantings.*

Source: Graeme Butler & Associates (2007, 2013), *City of Yarra Review of Heritage Overlay Areas* Updated by GJM Heritage (2017), *Swan Street Built Form Review*

HO309 includes 168 places, of which *City of Yarra Database of Heritage Significant Areas* grades:

- 10 places (6%) as 'individually significant'
- 128 places (76%) as 'contributory'
- 31 places (18%) as 'not contributory'

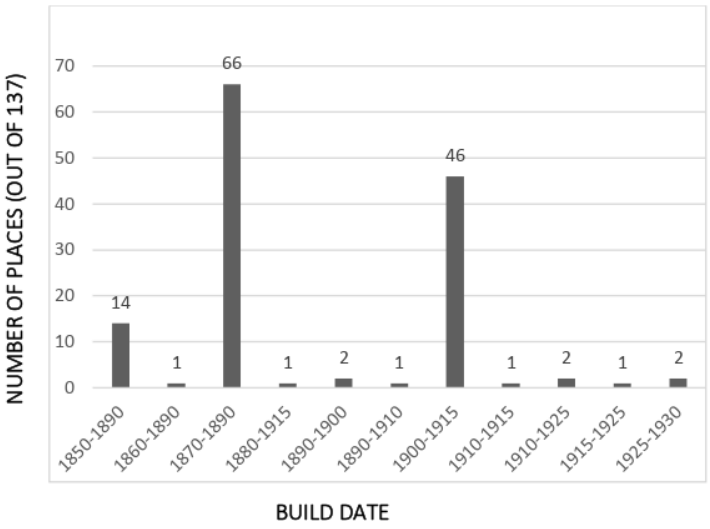

Figure 9. Graph showing distribution of property build dates according to *City of Yarra Database of Heritage Significant Areas* (Note: the properties graded as 'not contributory' are not plotted.)

The properties at 493-501 Swan Street all date to the Edwardian-period (the build dates identified as being between 1900 – 1915) and are graded 'contributory' in the *City of Yarra Database of Heritage Significant Areas*. These properties along with the those addressing Swan Street between Bendigo Street and Park Grove form a cohesive early twentieth century streetscape, with the four westernmost properties (493 – 499) sharing a single roof from.

4.0 DESCRIPTIONS

The following provides a summary of each of the existing buildings within the study area.

4.1 487-491 SWAN STREET, RICHMOND

487-491 Swan Street is a three-storey commercial building dating to the late twentieth century. It occupies a corner site, addressing Swan Street to the south and bounded by Belgravia Street to the east and an unnamed laneway to the north. It is built to the boundary and is rectilinear in form, with flat metal-deck roof concealed by a parapet. Materially, it appears to comprise a mix of rendered masonry, rendered fibre-cement sheeting, and aluminium-framed glazing. A triple-height entry is located at the southeast corner of the building. A setback at the southwest corner of the first floor forms an elevated outdoor terrace; a second terrace appears to be formed by the setback of the second-floor from the west and south, although it is unclear if this is accessible. A cubic volume, partially glazed, cantilevers over the pedestrian path at the first-floor level on the south (principal) elevation. Secure undercover parking is accessed from Belgravia Street

Figure 10. Looking north across Swan Street to 487-491 Swan Street.

Figure 11. Looking south west along the unnamed laneway to the east elevation of 487-491 Swan Street (beyond), with the rear sections of 493, 495 and 497 Swan Street in the foreground.

4.2 493-499 SWAN STREET, RICHMOND

493-499 Swan Street, Richmond is a terraced row of four single-storey houses, that would once have been two identical mirror image pairs. These buildings have been altered to a greater or lesser degree and is each described below.

Figure 12. Looking north across Swan Street to the terraced row of houses at 493-499 Swan Street.

4.2.1 493 SWAN STREET, RICHMOND

493 Swan Street (Figure 2) is a single-storey terrace house dating to the early twentieth century and appears to be highly intact to its original form when viewed from Swan Street. The property addresses Swan Street to the south, and the property extends to an unnamed laneway to the north. The west elevation directly abuts the eastern elevation of 487-491 Swan Street, and a party wall is shared with 495 Swan Street to the east of the property.

The house is of red-brick masonry construction. A steeply-pitched roof with ridgeline running east-west features pierced decorative ridge tiles, and is clad on its most prominent (southern) face in terracotta tiles; beyond the ridgeline, the roof is clad in corrugated metal sheeting. A corbelled chimney with two terracotta pots is located beyond the ridgeline of the roof and on the eastern party wall. The party walls project above the roof plane to form shallow parapets, and are capped with render. They project slightly beyond the line of the verandah to the south and feature some decorative detailing including corbelling.

The house is set back approximately 2m from the Swan Street boundary and is accessed by a verandah with bullnosed roof clad in (later) corrugated metal sheeting. A beam spanning between the west and east party walls supports the verandah roof, and features a decorative moulding detail that matches that of the adjacent house at 495 Swan Street. The main entry is offset to the west end of the principal elevation and comprises a partially-glazed timber door set with two raised and fielded panels, fanlight overhead and single sidelight to the east of the door. Two timber-framed full-height windows are located to the east of the main entry. Two courses of bricks have been overpainted in a cream colour to emulate a string course detail.

A shallow garden featuring informal plantings occupies the space created by the setback between the south (principal) elevation and the boundary to Swan Street. The garden is bounded by a low timber picket fence.

To the rear of the site, a single-storey later addition has been constructed that matches the detailing of the adjacent rear additions at 495 Swan Street. An at-grade

carpark, unfenced and paved in concrete, extends from the north elevation to the northern boundary of the site.

Figure 2. (left) South (principal) elevation of 493 Swan Street.

Figure 14. (right) South (principal) elevation of 495 Swan Street.

4.2.2 495 Swan Street, Richmond

495 Swan Street is a single-storey terrace house dating to the early twentieth century. Like its neighbour to the west it appears to be highly intact to its original form when viewed from Swan Street. It addresses Swan Street to the south, and the property extends to an unnamed laneway to the north. The house shares a party wall to the east with 497 Swan Street, and to the west with 493 Swan Street.

The house is of red-brick masonry construction. A steeply-pitched roof with ridgeline running east-west features decorative pierced ridge tiles, and is clad on its most prominent (southern) face in terracotta tiles; beyond the ridgeline, the roof is clad in corrugated metal sheeting. A corbelled chimney with two terracotta pots is located beyond the ridgeline of the roof and on the western party wall. The party walls themselves project above the roof plane to form shallow parapets, and are capped with render. They project slightly beyond the line of the verandah to the south and feature some decorative detailing including corbelling.

The house is set back approximately 2m from the Swan Street boundary and is accessed by a verandah with bullnosed roof, clad in corrugated metal sheeting. A beam spanning between the west and east party walls supports the verandah roof, and features a decorative moulding detail that matches that of the adjacent house at 493 Swan Street. The verandah also features a decorative timber valance on timber brackets. The main entry is offset to the east end of the south (principal) elevation and comprises a partially-glazed timber door set with two raised and fielded panels, fanlight overhead and single sidelight to the east of the door. Two timber-framed full-height windows are located to the west of the main entry.

A shallow garden occupies the space created by the setback between the south (principal) elevation and the boundary to Swan Street. The garden is bounded by a low timber picket fence with matching gate at the east end, and includes a hedge planting of *Westringia sp.* and *Cordyline* specimens.

To the rear of the site, a single-storey later addition has been constructed that matches the detailing of the adjacent rear additions at 493 Swan Street. An at-grade carpark, unfenced and paved in concrete, extends from the north elevation to the northern boundary of the site.

4.2.3 497 Swan Street, Richmond

497 Swan Street is single-storey terrace house dating to the early twentieth century with Interwar-period single storey shopfront added with cantilever canopy projecting over the footpath. It addresses Swan Street to the south, and the property extends to an unnamed laneway to the north. The building shares a party wall to the east with 499 Swan Street, and to the west with 495 Swan Street.

The building is of red-brick masonry construction. A steeply-pitched roof with ridgeline running east-west features decorative pierced ridge tiles, and is clad on its most prominent (southern) face in terracotta tiles; beyond the ridgeline, the roof is clad in corrugated metal sheeting. A corbelled chimney with two terracotta pots is located beyond the ridgeline of the roof and on the eastern party wall. The party walls themselves project above the roof plane to form shallow parapets, and are capped with render. They project slightly beyond the line of the verandah to the south and feature some decorative detailing including corbelling.

Where the adjacent houses are setback from the Swan Street boundaries, 497 Swan Street has been substantially altered. The Interwar-period shop projects beyond the former principal (south) elevation to the southern boundary. The addition is of overpainted brick construction with a flat roof – appearing to be clad in corrugated metal sheeting – concealed beyond a curvilinear parapet flanked with simple unadorned pilasters. The parapet and the pilasters are capped with rendered mouldings. A (later) cantilevered canopy projects beyond the south elevation over the foorpath. Beneath the canopy, the front wall is glazed with aluminium shopfront glazing. The main entry is at the western end of the elevation. This addition appears to have erased any detail of the original verandah and entry as no remnants are visible by inspect the interior through the shopfront window.

Figure 15. (left) South (principal) elevation of 497 Swan Street.

Figure 16. (right) South (principal) elevation of 497 Swan Street.

To the rear of the site, an early or original single-storey service wing occupies the eastern portion of the site. Two additional chimneys with corbel details are extent along the party wall between 497 and 499 Swan Street. An at-grade carpark, unfenced and paved in concrete, extends from the north elevation to the northern boundary of the site.

4.2.4 499 Swan Street, Richmond

499 Swan Street is an altered single-storey terrace house dating to the early twentieth century. It addresses Swan Street to the south, and the property extends to an unnamed laneway to the north. The building shares a party wall to the west with 497 Swan Street, and is built to the boundary to the east where the end wall abuts the west elevation of 501 Swan Street.

The building is of red-brick masonry construction. A steeply-pitched roof with ridgeline running east-west features decorative pierced ridge tiles, and is clad on its most prominent (southern) face in terracotta tiles; beyond the ridgeline, the roof is clad in corrugated metal sheeting. A corbelled chimney with two terracotta pots is located beyond the ridgeline of the roof and on the western party wall. The party wall and end wall project above the roof plane to form shallow parapets, and are capped with render.

The house is set back approximately 2m from the Swan Street boundary. The south (principal) elevation has been heavily altered and features a later verandah and later door and steel-framed windows. A later painted render finish has been applied to the street elevation.

A shallow garden occupies the space created by the setback between the south (principal) elevation and the boundary to Swan Street. The garden is bounded by a tall (approximately 1.6m) rendered masonry wall with a centrally-position timber gate entry.

To the rear of the site, a single-storey (early) later addition extends to the northern boundary and appears to have incorporated part of what appears to have been a gable-roof masonry structure mirrored across the boundary to 497 Swan Street. Two additional chimneys with corbel details are extent along the party wall between 497 and 499 Swan Street. The addition as it extends beyond this remnant structure is recent and is of timber-framed construction clad in rendered fibre-cement sheet. A roller-door provides access to an internal courtyard/parking space.

4.3 501 Swan Street, Richmond

501 Swan Street is a single-storey terrace house dating to the early twentieth century. It occupies a corner site, addressing Swan Street to the south and bounded by Queen Street to the east and an unnamed laneway to the north. The west elevation of the house directly abuts the east elevation of 499 Swan Street.

The building is of rendered masonry construction. A steeply-pitched gable roof with ridgeline running north-south is clad in corrugated zincalume sheeting. A corbelled red-brick chimney is located at the east elevation.

The house is set back approximately 3m from the Swan Street boundary and 1.5m from the Queen Street boundary. The south (principal) features decorative detailing to a prominent gable end, including half-timbering, roughcast render, timber bargeboard, and string mouldings. Roughcast render is also used to form a string

course, to express the lintel of the single timber-framed window, and to express the arch of the recessed portico entry which is offset to the west end of this elevation.

A shallow garden wraps around the southern and eastern sides of the house. The garden is enclosed by a low rendered masonry wall with timber picket extension.

To the rear of the site, a gable-roofed single-storey addition dating from c.2014 extends beyond the primary volume of the house. A recent corrugated Colorbond-clad two car garage is accessed via Queen Street.

Figure 17. Looking northeast across the south (principal) elevation of 501 Swan Street, noting views to this elevation from the south side of Swan Street are obscured by vegetation

4.4 KEY ATTRIBUTES OF HO309 EVIDENT IN THE STUDY AREA

Of the attributes identified in the amended Statement of Significance for the Bendigo Street Precinct the bolded characteristics are generally evident in the properties at 493-501 Swan Street:

- **Consistent building scale and setbacks;**
- **Pitched gabled or hipped roofs, with some façade parapets;**
- **One storey wall heights;**
- Weatherboard, **face brick** (red, bichrome and polychrome), bluestone, or **stucco** walls;
- Corrugated iron roof cladding, **Marseilles pattern terra-cotta tiles**, with some slate roofing;
- **Chimneys** of either stucco finish (with moulded caps) or **of matching face brickwork with corbelled capping courses**;
- **Post-supported verandah or porch elements facing the street**;
- **Less than 40% of the street wall face comprised with openings such as windows and doors**; and
- **Front gardens, originally bordered by typically timber picket front fences or wire fences (inter- war) of around 1m height**; also
- Corner **shops and residences with large display windows and zero boundary setbacks**.
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths.

The properties at 493, 495, 497, 499 and 501 Swan Street contribute to the identified heritage values of the Bendigo Street Precinct (HO309) both individually and collectively.

5.0 BUILT FORM ANALYSIS

5.1 493-499 SWAN STREET: EXISTING CONDITIONS

The following lot dimensions and areas are taken from VicPlan.

Lot widths:	6m (east-west)
Lot depths:	29m (north-south)
Lot area:	approx. 170m^2

The following analysis of building fabric has been taken from measurements made by eye using the 'Line' tool in Nearmap and this therefore only accurate to approximately ±200mm.

Distance from the front (Swan Street) boundary to historic built form:

Verandah	2m (except 497 built to front boundary)
Front wall of house	3.2m (except 497 built to front boundary)
Ridge line	6m
Front of chimney	7m
Rear of chimney	8m
'Two room depth'	12.8m

Extent of original built form from the front (Swan Street) boundary:

493 Swan Street	18.2m
495 Swan Street	18.2m
497 Swan Street	24m
499 Swan Street	24m

Rear addition depth from the front (Swan Street) boundary:

493 Swan Street	25m
495 Swan Street	25m
497 Swan Street	-
499 Swan Street	29m

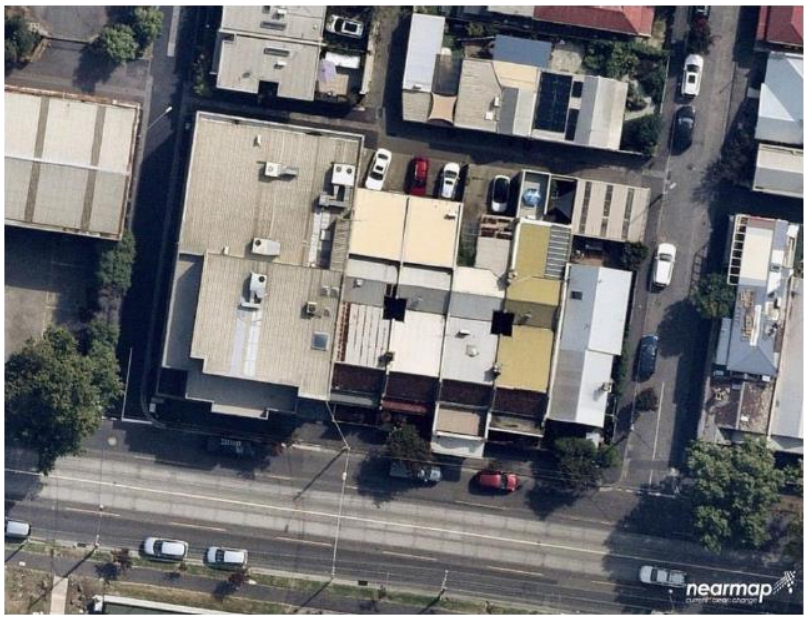

Figure 18. Aerial photograph 487-501 Swan Street, Richmond
(Source: Nearmap, March 2021).

5.2 487-501 SWAN STREET: PLANNING CONTROLS

The following table provides a summary of the built form planning controls as they apply to each property in the study area.

Property	Maximum Height	Upper level setback	Rear Interface
487-491	18m (mandatory) DDO17-4; DDO28	5m (preferred) DDO17-4; 6m (preferred) DDO28	as per interface ref. I (Figure 1)* in DDO17-4; DDO28
493	none specified	none specified	none specified
495	none specified	none specified	none specified
497	none specified	none specified	none specified
499	9m (mandatory) NRZ1	none specified	none specified
501	9m (mandatory) NRZ1	none specified	none specified

* 11m laneway wall height and 45° recession plane.

5.3 CURRENT PLANNING PERMIT APPROVALS

There are three recent permits affecting the study area which are described in summary below.

5.3.1 487-491 Swan Street: Permit PLN20/0420

Council recently issued a Notice of Decision to Grant Permit (PLN20/0420) for the construction of a five-storey commercial building at 487-491 Swan Street comprising three floors of podium and two upper levels set back from the street frontage. In summary the development has the following characteristics:

Height:	18m (five storeys) excluding lift, plant and services
Ground floor setbacks:	0m
Upper level setbacks:	3m (Belgravia Street); 5m (Swan Street)
Street wall height:	11m to Belgravia Street, Swan Street, rear laneway and east boundary.

This development largely complies with the provisions of DDO17-4 and provides a transition to the single storey terraced house at 493 Swan Street by setting back upper-level development off the site's eastern boundary. Construction has not commenced on this development.

5.3.2 497 Swan Street: Permit 991710.02

Planning permit (991710.02) was issued in May 2000 and amended plan endorsed in September 2020 for a rear three-storey addition to the rear of 497 Swan Street. This modest, and domestically scaled, addition has the following characteristics:

Height:	8.49m (three storeys)
Ground floor setback:	0m from north, east and west boundaries
Upper level setback:	approx. 8m from Swan Street boundary

This permit affects the site that was the subject of Submission 21 to C191yara. This permit has not been acted on.

5.3.3 501 Swan Street: PLN14/0221

Planning permit PLN14/0221 was issued in September 2014 for a single storey rear addition. This recessive and respectfully designed addition has been constructed.

Figure 19. Artist's impression of the proposed development at 487-491 Swan Street (provided by the City of Yarra)

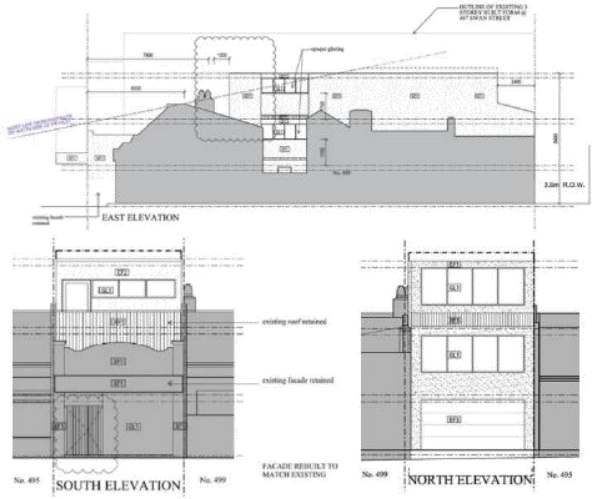

Figure 20. Architectural drawings for the proposed redevelopment of 497 Swan Street (provided by the City of Yarra)

Figure 21. (left) 501 Swan Street from the eastern side of the intersection of Swan and Queen streets – recent single storey addition at the rear visible to the right of the brick chimney.

Figure 22. (right) rear of 501 Swan Street from the eastern side of Queen Streets – recent single storey addition visible in the centre of the image.

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6.0 RECOMMENDATIONS & CONCLUSION

6.1 PREFERRED FUTURE CHARACTER

The proposed five-storey property at 487-491 Swan Street denotes the eastern end of the MAC on the north side of Swan Street. It effectively bookends the commercial precinct. While the C1Z zoning of 493, 495 and 497 Swan Street appropriately recognises the current uses of these former dwellings, the built form expectations of the zone arguably conflicts with the domestically-scaled single-storey form and heritage status of these properties.

The properties at 493, 495 and 497 Swan Street should provide a transition from the 18m mandatory height limit affecting 487-491 Swan Street and the 9m mandatory height limit affecting land within the NRZ (including 499 and 501 Swan Street). The single-storey heritage buildings should remain the dominant built element when viewed from key viewpoints including:

- from the southern side of Swan Street opposite the terrace row;
- obliquely from the southern side of Swan Street opposite the intersections with Belgravia and Queen street; and
- from the eastern side of the intersection of Queen and Swan streets.

The residences and former residences at 493 and 495 Swan Street and the modest Inter-war shopfront at 497 Swan Street should remain a clearly legible part of HO309 and retain the predominantly domestic character of the heritage precinct. New development on the subject sites should also consider the legibility of the Bendigo Street Precinct when viewed obliquely along Queen Street.

The principal roof form and visible chimneys of 493, 495 and 497 Swan Street contribute to the significance of HO309 and these elements should be retained and remain visible as freestanding three-dimensional forms. The application of heritage policy at Clause 22.02 (or Clause 15.03-1L as proposed through Amendment C269yara) encourages the retention of these elements which include the front parts of the former dwellings effectively to a depth of the two front rooms.

6.2 BUILT FORM CONTROLS

A 6m upper-level setback from the front boundary has generally been applied to the other commercial parts of the Swan Street streetscape that are subject to the Heritage Overlay. While this is generally appropriate for protecting the visual prominence of a row of typical late nineteenth or early twentieth century two-storey parapeted shop/residences, such a setback would be inadequate for protecting the historic fabric and legibility of the three-dimensional form of single-storey buildings with prominent roof forms such as those on the subject sites.

The single-storey terrace row cannot sustain built form to the scale anticipated to the west of the study area without adversely affecting the character and appearance of this part of HO309. Development of the scale that is proposed at 487-491 Swan Street would visually dominate the heritage buildings. Having said that, the massing of the proposed development 487-491 Swan Street steps down to an 11m podium which provides an appropriate transition to the historic form of 493 Swan Street. The Hodyl & Co modelling demonstrates that an 11m mandatory height limit applied to 493, 495 and 497 Swan Street ensures that new built form, while being visible

above the ridgeline of the retained terrace row, will be subservient to the heritage buildings and avoid visually dominating the western end of the Bendigo Street Precinct.

The application of the heritage policy at Clause 22.02 should retain all the built fabric from the Swan Street boundary to the ridgeline of the southern (tiled) roof slope facing Swan Street (including decorative ridge tiles) and full extent of the chimneys above the roof line on the party walls between nos. 493 & 495 and 497 & 499 Swan Street. An objective of the proposed new heritage policy at Clause 15.03-1L is to "Set back buildings and works to the depth of two front rooms to retain the original or early elements of the fabric of the individually significant or contributory building, its principal façade and primary roof form." Such an outcome would retain the heritage significance of these properties and require the new built form to be set back approximately 12m from the front boundary. We note that on a 29m deep lot this still retains a developable envelope of at least 17m. A 12m setback also aligns with the depth of the retained historic fabric of the front part of the house at 501 Swan Street and would create a consistent setback for new development behind the heritage build form of this part of HO309.

The rear of the C1Z zoned land of the subject sites is separated from the NRZ land to the north by an approximately 4m wide laneway. It would therefore be appropriate to apply the rear interface I (Figure 1) from DDO28 that has been tested through the C191yara Panel process; this would provide for a maximum 11m laneway wall height. DDO28 also provides a direct interface I (Figure 2) between commercial and residential zoned land which should be applied to the common boundary between 497 and 499 Swan Street. In this circumstance, interface I provides for a maximum 8m abutting wall height with a 2:1 (64°) recession plane to a height of 14.4m. The application of the direct abuttal interface I will ensure an appropriate transition to the single-storey NRZ zoned property at 499 Swan Street.

6.3 CONCLUSION

Having considered the study area, the broader Swan Street MAC, the Bendigo Street Heritage Precinct and the modelling prepared by Hodyl & Co it is our conclusion that:

1. a mandatory 11m (3-storey) height limit should be applied to 493, 495 and 497 Swan Street;
2. new development should be set back a minimum of 12m to retain the primary roof form, chimneys and the depth of the two front rooms;
3. the rear interface to the NRZ zoned properties should accord with the 11m maximum sought by interface I (Figure 1) within DDO28; and
4. the side interface to the eastern boundary of 497 Swan Street should accord with the direct abuttal interface I (Figure 2) within DDO28.

8.3 Bridge Road and Victoria Street - Permanent Built Form Provisions

Executive Summary

Purpose

The purpose of the report is for Council to consider whether to:

(a) proceed to introduce 'permanent' *Design and Development Overlays* (DDOs): Schedules 41-50 to land within the Bridge Road and Victoria Street Major Activity Centres;

(b) request the Minister for Planning refer a proposed amendment implementing the permanent built form provisions to an Advisory Committee appointed under Section 151 of the *Planning and Environment Act 1987;* and

(c) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*, to extend the 'Interim' Design and Development Overlays (DDOs): Schedules 21 and 22; to the Bridge Road and Victoria Street Major Activity Centres.

Key Issues

Yarra's activity centres are identified as key locations for residential and employment growth in both State and Local Policy.

The activity centres in Bridge Road and Victoria Street are experiencing development pressure due to their proximity to the CBD, public transport, vibrant retail offer and heritage character.

Presently there are interim *Design and Development Overlays* (DDO) within the planning scheme which inform heights, setbacks and interfaces for these centres.

With the expiry of the interim DDOs imminent, Council needs to progress permanent provisions as soon as possible to manage change and provide as much certainty as possible about future development outcomes.

Financial Implications

The costs associated with preparing strategic work to underpin permanent provisions; exhibition of the amendment and Advisory Committee fees have been considered within the strategic planning budget.

PROPOSAL

In summary, that Council:

(a) adopt the proposed permanent built form provisions for Bridge Road and Victoria Street Activity Centres and the supporting documents, which informed the provisions, as the basis of a proposed amendment to the Yarra Planning Scheme;

(b) request the Minister for Planning refer a proposed amendment implementing the permanent built form provisions to an **Advisory Committee** appointed under Section 151 of the *Planning and Environment Act 1987* to progress and consider the proposed provisions;

(c) note that should the Minister for Planning determine not to proceed with an Advisory Committee, Council would proceed with the 'usual' full amendment process, seeking 'authorisation' from the Minister for Planning to exhibit an amendment; and

(d) request the Minister for Planning to extend the expiry dates for the two DDO schedules which apply to the Bridge Road and Victoria Street Activity Centres on an interim basis for an extra 12 months while the permanent provisions are considered.

8.3 Bridge Road and Victoria Street - Permanent Built Form Provisions

Reference	D21/31513
Author	Kyle Everett - Strategic Planner
Authoriser	Director Planning and Place Making

Purpose

1. The purpose of the report is for Council to consider whether to:

   (a) proceed to introduce 'permanent' *Design and Development Overlays* (DDOs): Schedules 41-50; to land within the Bridge Road and Victoria Street Major Activity Centres;

   (b) request the Minister for Planning refer a proposed amendment implementing the permanent built form provisions to an Advisory Committee appointed under Section 151 of the *Planning and Environment Act 1987;* and

   (c) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*, to extend the 'Interim' Design and Development Overlays (DDOs): Schedules 21 and 22; to the Bridge Road and Victoria Street Major Activity Centres for a further 12 months.

Critical analysis

History and background

Bridge Road and Victoria Street Major Activity Centres

2. The Victoria Street and Bridge Road Major Activity Centres are two of the five designated *major* activity centres within the City of Yarra and accordingly play an important role in accommodating a proportion of Melbourne's population and employment growth.

3. As major activity centres, Victoria Street and Bridge Road are required to play a significant role in achieving the directions of *Plan Melbourne 2017-2050* in relation to both housing and employment.

4. Council's *Housing Strategy* seeks to direct new housing to areas within or close to activity centres that have good access to public transport, open space and other services and limit housing growth in established residential areas, consistent with *Plan Melbourne*, State and local policy.

5. Bridge Road and parts of Victoria Street are intact turn of the century high streets generally of consistent scale and architectural quality.

6. Currently the two centres have interim provisions but not permanent planning provisions.

7. Yarra's communities place great importance on planning provisions to better manage change and provide as much certainty as possible about future development outcomes.

8. Without permanent DDOs, the Yarra Planning Scheme would not adequately guide the extent of change the centres should absorb, balanced with competing factors such as urban consolidation, protection and enhancement of heritage significance of the street and individual buildings, the quality and consistency of the streetscape and the amenity of adjoining residential properties.

Existing Interim Design and Development Overlays

9. Interim *Design and Development Overlays (*DDOs) - DDO21 and DDO22 currently apply to the Bridge Road and Victoria Street Major Activity Centres.

10. The interim DDOs were requested in June 2018 and were informed by three background reports:

    (a) Bridge Road - Victoria Street Built Form Framework (David Lock Associates, June 2018);

    (b) Victoria Street and Bridge Road Built Form Review - Heritage Analysis & Recommendations (GJM Heritage, June 2018); and

    (c) *Traffic Engineering Assessment - Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, June 2018).*

11. The interim DDOs were intended to form a holding position while the permanent provisions went through a full amendment process, including public exhibition and the ability to make submissions to an independent Planning Panel.

12. The interim DDOs were introduced into the *Yarra Planning Scheme* via a Ministerial amendment (under S20 (4) of the *Planning and Environment Act 1987*) on 15 November 2018. The request for a Ministerial amendment meant that interim DDOs were applied without community consultation.

13. The interim DDOs were applied for two years. An extension to those controls was requested in October 2020 and they were extended by the Minister for Planning until 30 June 2021.

14. However in his approval of the extension, the Minister noted:

    '*Given the length of time that interim controls will have been in place for these areas, I am unlikely to readily approve any further request to extend these controls without permanent controls being prepared or the council seeking an Advisory Committee process*.'

15. As the interim DDOs expire at the end of June 2021, Council needs to request an extension to the interim provisions and progress permanent provisions as soon as possible.

Discussion

16. The operation of the interim DDOs for the past two years has provided Council, developers, the community and VCAT with the opportunity to road test the DDOs.

17. Council has undertaken a review the interim DDOs to:

    (a) test their suitability for translation into permanent provisions;

    (b) recommend any necessary refinements to enhance the clarity and workability of the provisions, and

    (c) ensure they will achieve the development outcomes sought for the centres.

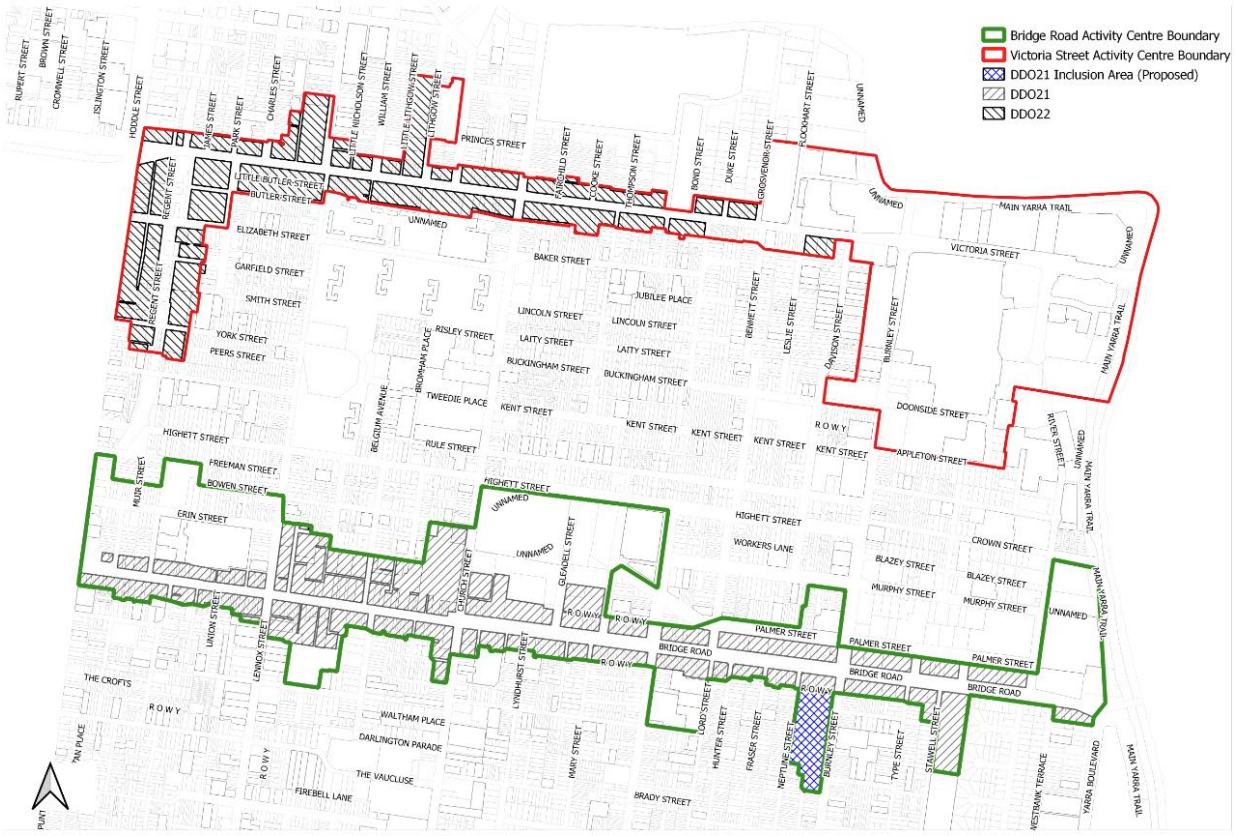
Study area

18. The review is focussed on land covered by the existing interim DDOs. It is, however, proposed that the DDO is extended to also cover land in Commercial 2 Zone along Burnley Street, south of Bridge Road (see blue hatch on Figure 1) – a gap in the current Bridge Road DDO.

19. The interim DDOs do not apply to the entire activity centre areas and instead focus on commercial land as well as some land in a Mixed Use, Public Use Zone and Special Use Zone.

20. In some cases, the areas outside the two interim DDOs (but included within the activity centre boundaries) are subject to other DDOs or planning provisions which guide development. Alternatively, some sites such as the Jacques site in Griffiths Street have already been developed.

Figure 1 – Activity centre and DDO boundaries



Current Strategic work

21. Council engaged MGS Architects (urban design) in association with Urban Circus (3D modelling); GJM Heritage Consultants (heritage); and Traffix Group (access and servicing of properties) to review the interim DDOs and prepare the strategic work to underpin the introduction of permanent provisions for Victoria Street and Bridge Road.

22. The review recommendations from the consultants will inform a proposed amendment to the *Yarra Planning Scheme*.

23. The development of revised DDOs has involved a collaborative and integrated process with input from the three consultants.

Urban Design Review

24. MGS Architects have prepared a review of the interim provisions for the two activity centres – *Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (April 2021)* (see Attachment 1).

25. The work has included:

    (a) a review of existing conditions;

    (b) an analysis of the operation of the existing provisions; and

    (c) consideration of recent planning applications, Planning Panel recommendations and Victorian Civil and Administrative Tribunal (VCAT) decisions in the development of built form provisions for the area.

26. MGS Architects has undertaken substantial testing of different options using cross sections and 3D-modelling, including views to landmarks and the impacts of the proposed built form on heritage streetscapes and buildings. MGS Architects has worked closely with GJM Heritage to ensure the proposed provisions protect heritage buildings and streetscapes while still allowing appropriate development.

27. The review updates *preferred character statements* and provides specific built form recommendations such as building heights, street wall heights, upper level setbacks and residential interfaces.

28. The report provides the strategic justification and evidence (alongside the other reports) needed to inform the permanent provisions and provides the basis for the preparation of future permanent planning provisions.

Heritage Advice

29. GJM Heritage were engaged to provide heritage advice to inform the review of the interim DDOs and prepared the following reports to assist officers in preparing built form provisions and controls for the area:

    (a) Built Form Review: Bridge Road – Heritage Analysis and Recommendations (April 2021); and

    (b) *Built Form Review: Victoria Street – Heritage Analysis and Recommendations (April 2021).*

    (See Attachments 2 and 3)

30. The two reports considered the built form parameters that are required to ensure the values of heritage places in the two activity centres are appropriately managed and protected. The advice promotes good heritage outcomes for development on land subject to, or abutting, the Heritage Overlay.

31. The heritage advice has informed MGS's Architects built form review and ensured that DDO provisions and controls appropriately respond to heritage fabric and values within Victoria Street and Bridge Road.

32. This combined work has had a strong influence on the proposed street wall heights, building setbacks and building heights in the proposed DDOs.

33. GJM Heritage has recommended further assessment to:

    (a) investigate the possibility of creating individual 'statements of significance' which include the rear wings of buildings at 314 - 328 Bridge Road and terraced shops at 289-307 Bridge Road on corner of Bridge and Church Street;

    (b) understand whether to apply a heritage overlay to the Bridge Hotel, 644 Bridge Road;

    (c) understand whether to apply a heritage overlay to the Moderne office building at 240 Burnley Street (noting there is a live planning permit permitting the demolition of this building which has not been acted on);

    (d) review the removal of 504 to 514 Bridge Road from HO310 - Bridge Road Precinct, Richmond (recognising that of these properties only 506 Bridge Road is graded 'contributory' in the *Database of Heritage Significant Areas* and this building has been substantially altered); and

    (e) review the removal of 8 Garfield Street from HO407 - Marchants Aerated Waters and Cordials Pty Ltd as it appears no historic fabric has been retained on this part of the site through the development of nine storey apartment development. The part of the site where the heritage fabric is retained (21-31 York Street) would remain in HO407.

34. This work would be undertaken separately to this planning scheme amendment as the limited timeframes has not permitted the detailed work necessary to include these changes in the amendment. They will therefore need to be implemented through a separate amendment process.

35. In addition to the above, GJM Heritage also considered the inclusion of local landmarks - the 'Victoria Street Gateway' within the roadway at the western end of Victoria Street and the clock tower of the Chợ Bến Thành commercial building for possible inclusion in a heritage overlay.

36. Their view was that:

> '*while these, or other, structures may ultimately warrant inclusion on the Heritage Overlay in future their recent construction makes placing their social or broader cultural value within an historical context difficult and it not recommended that heritage assessments are progressed at this stage*.'

37. Officers note that applying a heritage overlay on the basis of social significance is extremely challenging and has not been successful to date. A recent example is the proposal to identify the Corner Hotel on Swan Street as an individually significant building in HO035 on the basis of its social significance. This was not supported by the Swan Street Panel.

Traffic Advice

38. 'Traffix Group' prepared the *Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (April 2021)* that informed the development of the DDOs. It focussed on identifying changes required to achieve safe and efficient vehicular and pedestrian access as the area is developed in accordance with the built form requirements (see Attachment 4).

Proposed Planning Scheme Amendment C291

39. The proposed amendment would consist of two key elements:

    (d) ten new schedules to Clause 43.02 *Design and Development Overlay* which will replace the two existing DDOs – DDO21 and DDO22; and

    (e) proposed additions to Clause 21.12 Local Areas in the Municipal Strategic Statement.

    See Attachments 5 and 6 for the proposed changes to the Planning Scheme and amendment document.

Updates to Clause 21.12 Local Areas

40. This aspect of the amendment would insert *new policy* on both Victoria Street and Bridge Road Activity Centres in the Local Area Policy at Clause 21.12. This would include *Preferred Future Character Statements* and policy covering built form and heritage, access and movement and public realm.

41. It is envisaged this policy would be included in Clause 11.03-1L Activity Centres in the proposed *Planning Policy Framework* following the approval of Amendment C269.

Proposed Permanent Design and Development Overlay Schedules

42. The key tool within the *Victorian Planning Provisions* to implement built form provisions and controls is a DDO.

43. A DDO is a complementary planning tool to the zone and is one of a number of planning provisions in addition to policy which must be taken into account when determining a planning permit application.

44. It cannot act as a defacto heritage control, manage land use or address other issues such as shop vacancies or housing affordability. It must focus on design and development and achieve 'acceptable' outcomes in the context of the overall policy framework relevant to activity centres and housing and employment.

45. The proposed DDOs seek to provide a balance between heritage, sensitive residential interfaces and guiding change and facilitating development across the two activity centres.

46. Heritage matters have been carefully considered in preparing the proposed DDOs. The proposed DDOs seek to protect the heritage character of the centres with the majority of change concentrated in locations with fewer heritage constraints where a new built form character is sought.

47. The *Housing Strategy (2018)* identifies that of Yarra's major activity centres, Bridge Road and Victoria Street would accommodate a greater share of housing growth with an estimated 3,300 new dwellings by 2031 to be accommodated in the Victoria Street activity centre and an estimated 2,600 new dwellings in the Bridge Road activity centre.

    (Noting the supply is calculated for the entire activity centre and the DDOs do not apply to the entire activity centre.)

48. The *Housing Strategy* notes a large amount of development is already occurring along the western end of Bridge Road and the eastern end of Victoria Street (largely outside the DDO area).

49. The *Yarra Spatial Economic and Employment Strategy 2018* seeks to support growth in retail and other employment uses in the two activity centres (noting also the role of the Bridge Road activity centre as a health and education precinct). It also recognises their role as locations for housing growth.

50. Each DDO schedule has been tailored to address the unique built form typologies, heritage and character of that precinct.

51. A key change from the interim DDOs is the proposed splitting of the two DDOs into ten separate DDOs – that is, a sub precinct approach (see Figures 2 and 3 below).

52. A separate DDO schedule for each sub precinct provides the opportunity for precinct specific design objectives and provisions. This strengthens the design objectives and provides greater clarity and certainty regarding the intent of outcomes – it is noted, however, that each DDO is only permitted to have five objectives.

53. It also reduces the length and complexity of the provisions and improves the readability of the provisions. This reflects the approach taken with Swan Street and Fitzroy / Collingwood activity centres.

Figure 3 – Bridge Road Proposed DDOs

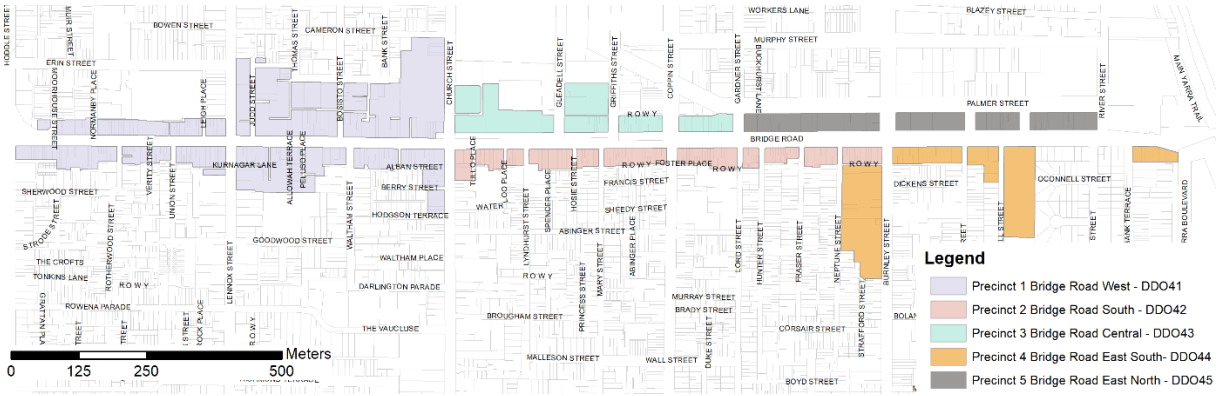
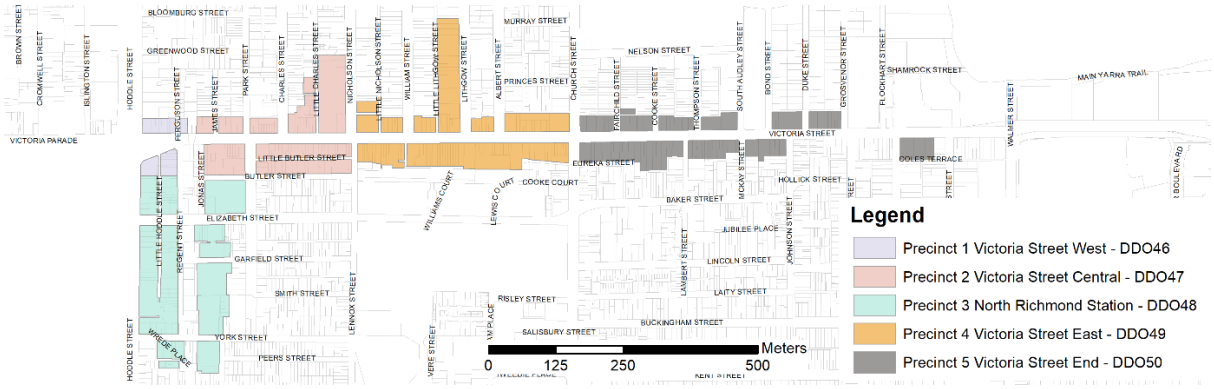


Figure 4 – Victoria Street Proposed DDOs



54. Minor adjustments to precinct boundaries in the interim DDOs are also proposed in the revised DDOs to better align with built form outcomes sought:

    (a) **Bridge Road**: the area east of Burnley Street included in Precinct 2 in interim DDO21 has been included in Precinct 4 in the proposed DDOs.

    Commercial 2 zoned land outside the interim DDO on the south-western side of Burnley Street has also been included in Precinct 4 as the area contains large sites with high development potential; and

    (b) **Victoria Street:** the area east of Church Street has been included in a new precinct – Precinct 5 to better reflect the different character, building typologies and lot characteristics and development opportunities than the area to the west.

55. The boundary changes are outlined in Attachment 7.

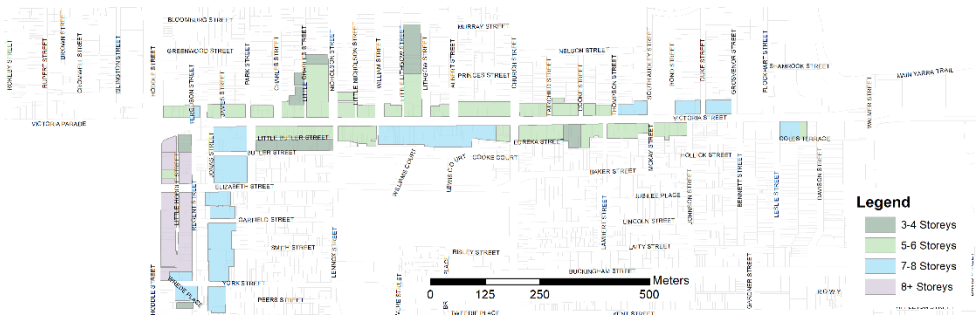
Proposed Built Form Provisions

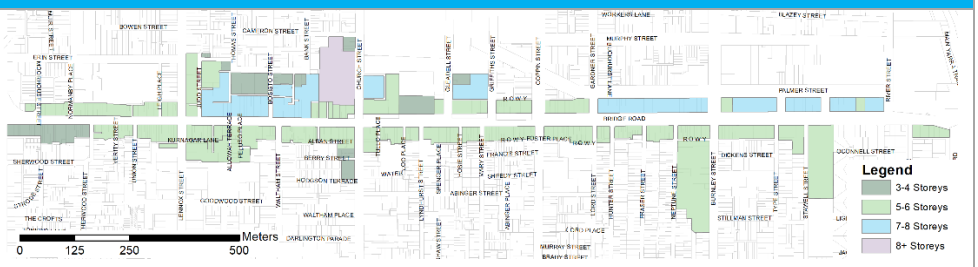
56. The proposed permanent DDO schedules update the interim provisions and provide guidance on building heights, street wall heights, upper level setbacks, front setbacks, rear setbacks, building separation and access and movement.

57. Key proposed built form requirements are summarised below in Table 1.

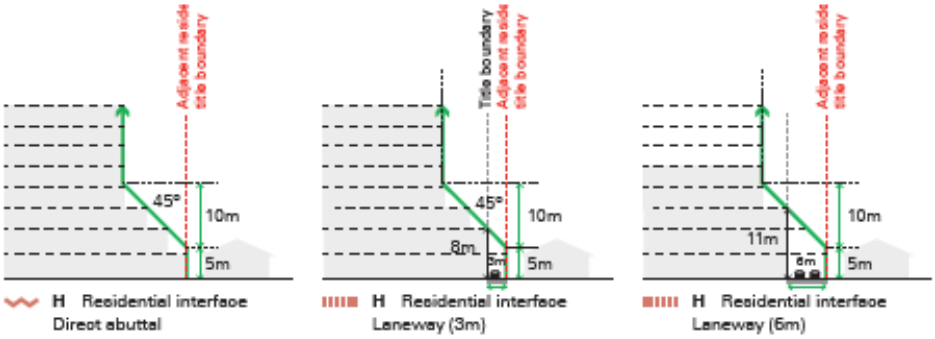
58. A comparison of the key 'metrics' in the interims and the proposed DDOs for each precinct are set out in Attachment 7. Specifically, the attachment compares overall building heights, street wall heights and upper level setbacks and outlines the reasons for those changes.

Table 1 - Key proposed built form requirements

Built Form Requirements	General Description of Proposed Elements
Overall building heights	• The heights in the interim provisions were reviewed through an analysis of heritage values, lot depths, rear interface conditions and other built form elements (see Figures 5 and 6 General Heights Maps). **Figure 5 - Victoria Street Proposed DDOs - General height map**  **Figure 6 – Bridge Road Proposed DDOs – General height map**

Built Form Requirements	General Description of Proposed Elements
	 • In some locations, heights have been reduced in response to impacts on: – heritage streetscape and buildings such as the visibility of upper levels; – views to landmarks; and /or – amenity of low rise residential areas. • The proposed reduction in heights and other changes to the DDOs are not expected to significantly impact on dwelling supply – as few changes have been made to the preferred locations for growth in the two centres: – Precinct 3, parts of Precinct 4 (southern side) and Precinct 5 (northern side) in Victoria Street – Parts of Precinct 1 and Precinct 5 in Bridge Road. • *Mandatory maximum* heights are proposed where there are consistent heritage streetscapes and are recommended to reduce the visual impact of new development and better respect the heritage significance of the heritage forms. This includes views to landmarks. • *Mandatory maximum heights* are also generally proposed where development abuts sensitive residential interfaces. • For areas with less heritage consistency or no direct abuttals to low rise residential, there is an opportunity for a new form with *preferred* (discretionary) heights applying. • All schedules will retain a set of criteria that a development would need to comply with to exceed the *preferred* height limit. New development would need to be achieve: – increased separation distances; – higher ESD standards; – increased private and communal open space; – increased housing diversity, and – no additional amenity impacts to residentially zoned properties. • The criteria would be amended to apply to both residential and non-residential development, where relevant.
Street wall	**Heritage buildings and heritage streetscapes** • The proposed DDOs would retain the approach in the interim DDOs for heritage buildings and streetscapes; that is: – to retain the existing heritage street wall. – ensure infill development does not exceed the height of the adjacent heritage street wall to achieve a consistent heritage street wall. A minimum height of 8m (new) and a maximum height of 11m (no change) would apply. • *Mandatory maximum* controls are retained to ensure this significant element of the street is retained. • A new requirement is proposed for corner sites which requires new development to “turn a corner” and apply the same street wall height along the side street depending on block depth. (This addresses a gap in the interims.) **Areas of Change** • In areas where a new built form character is encouraged (e.g. there is limited heritage consistency), a new street wall would be created. This is to a maximum height of 15m (4

Built Form Requirements	General Description of Proposed Elements
	storeys). This is reflected in Precinct 5 in Bridge Road (DDO45) and Precincts 3, 4 and 5 in Victoria Street (DDO48, DDO49 and DDO50).
Upper level setbacks	**Heritage buildings and heritage streetscapes** • In areas with a consistent heritage character and for other stand-alone heritage buildings in other areas, the interim DDOs apply a minimum 6m upper level setbacks for individually significant buildings and buildings in a 'significant heritage streetscape'. • In line with the approaches of Johnston Street, Swan Street and Queens Parade, the concept of a 'Significant Heritage Streetscape' would be deleted. A 6m minimum mandatory upper level setback would apply regardless of whether a building is heritage and whether it is contributory or individually significant. (Again this approach has been supported in recent Planning Panel reports.) • In addition, in areas with a consistent heritage character and for other standalone heritage buildings, a 9m upper level setback for heights above 15m is proposed to apply to the topmost level to reduce visibility of that level. **Figure 7 – Interim DDOs - Upper level setbacks for heritage buildings** **Figure 8 – Proposed DDOs – Upper setbacks for heritage buildings** • Significant testing was undertaken to ensure upper level setbacks do not overwhelm heritage buildings and streetscapes, ensuring they remain a prominent and defining element of Bridge Road and parts of Victoria Street. This was particularly the case in Precinct 2 in Bridge Road, a precinct with a very intact heritage streetscape. • Elements such as roofs and the location of chimneys were also considered. Setbacks were tested to ensure chimneys could be retained. • Upper level setbacks of 6m with the uppermost storey set back were tested in areas where heritage is a key consideration. Other options including 8m and 10m were tested in Precinct 2 – Bridge Road. GJM Heritage has supported 6m upper level setbacks with the uppermost storey setback and did not consider greater setbacks necessary. **Areas of change** • Changes are also proposed in areas where a new built form is encouraged, lesser upper level setbacks are supported for infill buildings e.g. 4.5m. • The application of reduced upper level setback in comparison to 6m applied other areas is generally accommodated with a higher street wall e.g. four storeys to optimise development potential. Examples of areas where this has been applied is in Precinct 5 in the Bridge Road activity centre and along Hoddle Street in Precinct 3 and Precinct 5 in the Victoria Street activity centre. **Corner sites** • The proposed DDOs specify upper level setbacks on corner sites to address a gap in the existing DDO. Upper level setbacks were only specified in a small number of corner sites in the interim DDOs. • An analysis of each corner was undertaken. Upper level setbacks on side streets are proposed to provide an appropriate transition from the primary street while retaining the prominence of heritage buildings on corners. • On major corners with heritage buildings such as the intersection of Bridge with Church Street, Lennox or Coppin Streets, a *mandatory* 6m upper level setback is required. • For other corners, a new requirement has been added to address side streets. On these

Built Form Requirements	General Description of Proposed Elements
	streets, a *preferred* upper level setback of 6m would apply on side streets where there is a heritage building. A 3m (*preferred*) applies for other buildings. **Sightlines** • In line with other recent built form amendments (i.e. Johnston Street, Queens Parade and Swan Street), the various sightlines which sought to guide the visibility of upper levels have been removed (i.e. one-third; two-thirds sightline) and will be addressed through overall building heights and upper level setbacks.
Residential interfaces - heights and setbacks	• The DDOs address residential interfaces through boundary wall heights and building setbacks at the rear. The provisions apply where the proposed DDO areas adjoin land in the Neighbourhood Residential Zone (NRZ) and General Residential Zone (GRZ). • Other standards were tested (such as the provisions adopted in Swan Street). However, this testing has recommended the interfaces in the interims should be retained but updated diagrams would be developed to provide greater clarity**.** • The residential interface heights are determined by the adjacent zone and whether a laneway separates the properties from the proposed DDO area. • A maximum 5m boundary wall height is proposed where there is a direct abuttal with a residentially zoned property. Higher boundary wall heights are permitted where land which abuts a laneway. Above the boundary wall height, a setback of 45^{o} angle applies to a height of 15m. **Figure 8 – Proposed DDOs - Residential interface requirements** (no change from interims)  • The requirements are *preferred* (discretionary) to accommodate the vast variety of conditions on adjacent sites that are too numerous and varied to be expressed definitively in a DDO. These include topography changes, changing floor to ceiling heights in heritage buildings and garages/outbuildings to the rear of residential properties outside of the overlay areas. • Building bulk when viewed from low rise residential areas and overshadowing of residential properties at the equinox was tested and resulted in the reduction of some building heights particularly on Richmond Hill.
Overshadowing of the public realm	• The protection of sunlight to these locations is considered very important to retain quality public spaces to ensure 'life and attraction' at the street level for residents, workers and visitors. • *Mandatory* controls apply preventing the overshadowing of the southern footpath of Victoria Street and Bridge Road between 11am and 2pm at the equinox. • The requirements would be updated to: – apply from 10am-2pm (consistent with the approach taken in Swan Street) replacing 11am-2pm. – apply to whole of the footpath rather than a distance of 3m from the kerb. • The overshadowing provision would remain as *mandatory*. • The updated overshadowing controls have been tested and are achievable with the building heights specified in the proposed DDOs. Noting that where developments seek to exceed maximum discretionary heights, upper levels may need to be set back.

Built Form Requirements	General Description of Proposed Elements
	• Mandatory overshadowing controls have been proposed by MGS Architects to prevent additional overshadowing of three small areas of public open space within the two activity centres - Alexander Reserve, Butler Street Park and the Victoria Street Gateway Triangle. The consultants have proposed mandatory solstice controls apply to these pieces of public open space from 10am to 2pm. Officers support the protection of overshadowing of the public open space but support the application of a *preferred* equinox provision rather than a *mandatory* winter solstice control. This aligns with current policy in the planning scheme at Clause 22.10 – Built Form and Design Policy and 22.12 – Public Open Space Contribution and with proposed updated policy in Clause 15.01-1L Urban design in Amendment C269. All these policies use the equinox as the overshadowing measure for public open space.
Key pedestrian streets	• These streets provide (or could provide) important pedestrian and cycling connections to key local destinations such as: – train stations, tram routes and shared paths; – schools and educational facilities; – community infrastructure, including childcare and community and health facilities; and – Yarra River / Birrarung and other open space outside the centres. • They may not currently prioritise pedestrian and/or cyclist movement over vehicles but could be upgraded in the future and enhanced as a key pedestrian and cycling route through footpath widening, canopy trees, seating and landscaping. • Officers note that the DDOs themselves cannot compel Council or other parties to carry out works and create a green street; and in some cases only apply to a small portion of the street. However, it does flag their potential and seeks to ensure buildings respond to this. • In the proposed DDO's, it is proposed that the concept would be supported by overshadowing provisions that protect sunlight access to footpaths. Officers note that overshadowing provisions in the interim DDOs already apply to some streets which have been identified as 'green streets' (see below). The overshadowing provisions would only apply to the portion of the street affected by the DDO – not their entire length. **Victoria Street** • Streets where overshadowing of the footpath at the equinox is already protected in Interim DDO are Church Street, Nicholson Street and Lennox Street. • The additional streets that are proposed to be added include Charles Street, Shelley Street, Lithgow Street, Albert Street and Davison Street. **Bridge Road** • Streets where overshadowing of the footpath at the equinox is already protected in Interim DDO - Lennox Street, Church Street and Burnley Street. • The additional streets that are proposed to be added are Gleadell Street, Griffiths Street, Gardner Street and Coppin Street.
Views to landmarks	• A key element of the interim DDO21 and DDO22 is to ensure future development does not encroach into identified views to landmarks. It is intended that the proposed permanent provisions will include some changes to reflect further strategic work (including modelling) undertaken by MGS Architects in conjunction with Urban Circus. • The specific views include: – *Spire and belfry of St Ignatius Church* from: – the tram stop at the intersection of Victoria Street and Church Street; – the north east corner of the Bridge Road and Church Street intersection; and – Citizens Park – path around oval at Highett Street / Gleadell Street entry. – *Pelaco sign* from: – North East corner of Tram Stop 13 on Wellington Street; and

Built Form Requirements	General Description of Proposed Elements
	– The footpath on the north west corner of Wellington Parade and Hoddle Street. – *Richmond Town Hall Clocktower* from: – South West Corner of Lennox Street and Bridge Road; – South East Corner of Burnley Street and Bridge Road; and – Citizens Park at the Path around oval at Highett Street / Church Street entry and central entry from Highett Street – *Skipping Girl Sign* from the south west corner of Leslie Street and Victoria Street. (Noting the view to the Skipping Girl sign would not be affected by development within the DDO.) • The views and their viewing points are identified in proposed Clause 15.03-1L in Amendment C269. The updated policy reflects the *'Landmarks Study'* undertaken by *Ethos Urban* which also informed this work. • The controls (including building heights for sites affected by the viewlines) are proposed to be *mandatory* to protect these important views. • Protecting these views has impacts on development heights. In particular, sites at: – 44-70 Bridge Road: the height has been lowered from 15m (approximately 4 storeys) to 11m (3 storeys) to protect views to the *Pelaco sign* from the corner of Hoddle Street and Wellington Parade. – 219-333 Bridge Road (the former police station and Richmond Town Hall): the heights have been lowered from 18m (approximately 5 storeys) to 15m (approximately 4 storeys). – 289-317 Bridge Road the heights are proposed as mandatory (with heights to remain at 5 storeys) to protect views to the St Ignatius Church from Citizens Park. • Officers note that some planning approvals marginally encroach on the blue sky around these views, however, they do not undermine the strategic justification to include provisions within any permanent DDOs.
Building design	• The proposed DDOs will continue to require that' floor to floor heights' suitable for commercial activity (4m) at ground level, where heritage is not a constraint. • New requirements addressing active frontages, façade design, addressing blank walls and the location of building services have been added. The DDOs will also indicate opportunities for through block links to improve pedestrian permeability.
Building separation (Common boundary and side setbacks at upper levels)	• To reduce the need for screening, allow for daylight access and create views to blue sky between buildings when viewed from the street, minimum setbacks are proposed at upper levels between buildings: – 4.5m to a balcony or habitable room window – 3m to a commercial or non-habitable window. • The existing separation distances in the interim DDOs were tested and have been retained. However, requirements have been added addressing buildings on the same site, which is a gap in the current DDOs. • Building separation requirements would be clarified and strengthened for buildings over 21m in height to reduce the impacts of taller buildings and retain views of blue sky. • In addition, a requirement to break up building mass on large sites has also been proposed.
Front and side setbacks at ground level and above (vertical and horizontal setbacks)	• The interim and proposed DDOs generally seek to ensure buildings are built to their front and side boundaries especially in heritage areas. • Officers have investigated opportunities to create building setbacks to enhance opportunities for landscaping and enhanced entrances to buildings where that may be appropriate. • Investigations show that much of the Bridge Road centre is constrained by heritage where the desired outcome is that buildings are built to the boundary. There are some opportunities on the larger development sites in Burnley Street and the Officeworks site,

Built Form Requirements	General Description of Proposed Elements
	where setbacks are already proposed. • In Victoria Street, which is less constrained by heritage there may be opportunities around the train station, however some of these would be impacted on by heritage buildings and constructed developments. • Officers have not identified specific locations in the two activity centres but propose to include a new requirement which requires development to consider opportunities for increased ground floor and building setbacks to accommodate landscaping, outdoor dining, bike parking and building entrances.
Heritage	• The proposed provisions would delete the specific existing 'Heritage Design Requirements' which address upper level setbacks, design of upper levels and façade design for heritage buildings. • The 'Heritage Design Requirements' are proposed to be removed as they duplicate existing provisions in Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) and proposed updates to municipal-wide heritage guidelines in the integrated Planning Policy Framework (PPF) included in Amendment C269yara. • This is consistent with the approach taken in Swan Street and also the approval of the DDO for Queens Parade. • Some specific heritage design requirements however would be included under *'Building Design'* to address issues such as: ensuring upper levels are visually recessive and do not visually dominate the heritage building and the heritage streetscape; and avoiding large expanses of glazing. • Heritage consideration has played a key role in determining the proposed requirements to limit visibility and to retain the heritage character of streetscapes. The updated provisions provide for heritage protection through the other requirements including: – street wall heights; – overall building heights; – façade design requirements; – upper level setbacks and visibility, and – retention of heritage fabric and avoiding heritage facadism. • Full 'concealment' of new development is not required. Noting it is not universally applied in the Heritage Overlay across Victoria nor to Victorian Heritage Register sites. • The concept of a 'Significant Heritage Streetscape' will also be deleted. This was supported in the Queens Parade panel.
Vehicular and pedestrian access	• The proposed DDOs would include updated requirements for vehicular access as follows. – Inclusion of an Access Plan which outlines the preferred locations for vehicle access i.e. off laneways and side streets rather than a Victoria Street or Bridge Road frontage. These plans also show potential future one way streets and shared zones. – NB. These are included <u>for information only</u> to assist the community and applicants as DDOs cannot make changes to traffic management on streets. They would be the subject of consultation and assessment. – Requirement for ground floor setbacks at the rear where laneway widths constrain access. • Requirements for pedestrian access have been added.
Application requirements	• New requirements for wind analysis, an urban context report and an analysis of the 'cumulative impacts' of the development on traffic and laneways has been added.

Mandatory Controls

59. All ten DDO schedules include some proposed *mandatory controls* which address elements most important to the respective location, such as building heights, upper level setbacks and street wall heights.

60. Guidance of the application of *mandatory controls* is provided in the State Government *Planning Practice Note 59* and *60. Planning Practice Note 60* details that mandatory height and setback controls would only be considered in 'exceptional circumstances', where they are absolutely necessary to achieve the built form objectives or outcome identified within a comprehensive built form analysis.

61. Specifically the Practice Notes requires that *mandatory controls* must:

    (a) be underpinned by comprehensive strategic work;

    (b) consistent with state policy;

    (c) take into consideration recent development activity; and

    (d) provide capacity to accommodate growth.

62. The application of *mandatory controls* has been carefully considered and applied selectively and are not proposed to apply across all precincts and/or to all requirements within the proposed DDO schedules.

63. *Mandatory controls* are proposed in the proposed DDOs where it is considered 'absolutely necessary' (in accordance with PPN59), and would apply to:

    (a) intact heritage streetscapes and heritage buildings;

    (b) sites with sensitive interfaces with low scale residential properties;

    (c) protect the southern footpaths of Victoria Street and Bridge Road from overshadowing; and

    (d) protect views to key landmarks.

64. The extensive strategic work undertaken is considered by officers to provide sufficient justification for the use of *mandatory controls* in the DDO schedules where appropriate.

Extension of Interim DDOs

65. As outlined above, interim DDO21 (Bridge Road) and interim DDO22 (Victoria Street) will expire on 30 June 2021.

66. An extension of this expiry date for 12 months is required to ensure appropriate and orderly planning while permanent provisions are being considered for inclusion into the Yarra Planning Scheme (via due process).

67. It is proposed that Council request the Minister for Planning extend the interim provisions through a Ministerial amendment under section 20(4) of the *Planning and Environment Act 1987* (the Act).

68. Officers notes that exhibition and notification requirements of sections 17, 18 and 19 of the Act do not apply in respect of this form of amendment.

Next steps - Consideration of the proposed amendment

69. At its Ordinary Council meeting of 2 March 2021, Council considered a report outlining a *possible alternate approach to planning scheme amendment* offered by the Minister for Planning.

70. The Minister for Planning extended an invitation to Council to appoint an Advisory Committee to help speed up the process to introduce planning provisions into the *Yarra Planning Scheme* for precincts under development pressure.

71. Council resolved to (in essence) to:

"*request the Minister for Planning to set up and appoint an Advisory Committee to assist the Council formalise necessary planning scheme amendments to best manage the development pressure currently occurring, and likely to continue into the foreseeable future".*

72. As part of 2 March 2021 resolution, Council resolved to provide a draft 'Terms of Reference' which sought to:

    (a) ensure land owners and occupiers and the wider community would have the opportunity to make formal submissions to an independent body;

    (b) allow Council to consider submissions and form a position on them to advocate to the Advisory Committee; and

    (c) afford Council the opportunity to review the final report and submit a final form of the 'preferred' amendment for the Minister to make a decision.

73. Should Council support progressing the proposed permanent provisions and referring an amendment to the Advisory Committee, officers anticipate this proposed amendment would then be placed on exhibition.

74. While the 'Terms of Reference' for the Advisory Committee process has not been finalised by the Minister for Planning, it is anticipated exhibition of the proposed amendment would involve:

    (a) notifying owners and occupiers in and around the two centres, community and interest groups, relevant Government Ministers and Departments and statutory bodies; and

    (b) advertising the proposed amendment.

75. As outlined in the draft 'Terms of Reference' endorsed by Council, Council would then consider the submissions and form a preferred position from which to advocate to the Advisory Committee.

76. Officers anticipate there will be other submitters who would be able to have their opinions considered by the Advisory Committee itself.

Options

77. With regards to pursuing permanent built form provisions there are two options for Council:

    (a) request the Minister for Planning to refer proposed Amendment C291 to an **Advisory Committee** appointed under Part 7, section 151 of the *Planning and Environment Act 1987*;

    or

    (b) request 'authorisation' from the Minister for Planning so that Council could commence the 'usual' full amendment process for permanent provisions for Amendment C291 (which would also be assessed by a Panel along that pathway).

78. If Council wishes to progress permanent provisions through either options listed above, it is also recommended that Council request the Minster for Planning extend the current expiry provisions for DDO21 and DDO22 under Section 8(1)b and Section 20(4) of the *Planning and Environment Act 1987* for a further 12 months.

Community and stakeholder engagement

Consultation to date

79. Wider consultation has not been possible during the development of a proposed amendment given tight timeframes driven by the lapsing of the interim DDOs.

80. A small number of landowners and residents have contacted officers during the operation of the interim provisions, identifying gaps / issues. This feedback was provided to the consultants reviewing the interim provisions.

81. Officers have sought informal feedback from members of the *Heritage Advisory Committee* (HAC) on the operation of the interim provisions. Officers met with HAC members on 18 February 2021. Members also provided comprehensive written comments.

82. Officers have briefed the consultants on issues raised by the HAC, in particular, concerns about:

    (a) the visibility of upper levels (i.e. upper level setbacks) and impacts of mid-rise building heights on heritage buildings;

    (b) retention of chimneys and roof forms;

    (c) retaining the prominence of corner buildings;

    (d) views to important landmarks;

    (e) addressing building bulk; and

    (f) enhancing the clarity of the provisions / controls and being clear about the outcomes that are sought.

83. Officers have undertaken consultation with statutory planners on the operation of the existing provisions, development applications, existing planning permits and the proposed new provisions.

84. Further community and stakeholder engagement would occur during an Advisory Committee process.

85. As noted above, if Council resolves to refer a proposed amendment to an Advisory Committee, the proposed amendment documentation would be promptly exhibited and submissions sought (consistent with the intent of the Council resolved 'Terms of Reference' for the Advisory Committee approach).

Policy analysis

Alignment to Council Plan

86. The development of permanent DDO schedules for the Bridge Road and Victoria Street activity centres supports the following strategies in the Council Plan:

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

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

Climate emergency and sustainability implications

87. The proposed amendment would assist in directing new housing and employment space to areas with good access to public transport, open space and other services. This would encourage a greater portion of trips to use sustainable forms of transport.

88. The amendment includes a provision within each DDO that encourages development that exceed preferred heights to achieve a 70% BESS 'environmental score'.

89. The amendment includes provision to encourage urban greening within new development and overshadowing controls to protect existing and future street trees and public amenity.

Community and social implications

90. There are no adverse community or social implications for preparing strategic work to underpin permanent built form provisions for the Bridge Road and Victoria Street Activity Centres.

91. Improved built form provisions would help provide clarity around the anticipated future development of the centres.

Economic development implications

92. There are no economic development implications for preparing strategic work to underpin permanent built form provisions for the Bridge Road and Victoria Street Activity Centres.

93. An amendment may aid in providing further stimulus to the retail precincts.

Human rights and gender equality implications

94. There are no known human rights implications for requesting the Minister for Planning to progress permanent DDOs or extend the existing interim DDOs for the areas outlined in this report.

Operational analysis

Financial and resource impacts

95. The costs associated with preparing strategic work to underpin permanent provisions has been considered within the strategic planning budget.

96. The costs associated with the exhibition of the amendment and Advisory Committee fees (or Panel fees) would be within the strategic planning budget.

Legal Implications

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

Conclusion

98. As the interim DDO provisions expire at the end of June 2021, Council urgently needs to progress permanent provisions as soon as possible.

99. Council officers engaged experts in urban design, heritage and traffic to review the operation of the interim built form provisions which apply to the Victoria Street and Bridge Road Major Activity Centres. They have prepared four reports and have made recommendations to inform the permanent built form provisions for these centres.

100. The reports' recommendations seek to balance the need to accommodate growth and development in activity centres with the strong heritage values and sensitive residential interfaces.

101. The permanent provisions are essential to put in place the on-going built form strategy for growth and change in the Victoria Street and Bridge Road Major Activity Centres on a permanent basis.

102. **The proposed amendment would seek to replace the interim provisions for Bridge Road - DDO21 and Victoria Street - DDO22 with ten (10) separate DDOs (DDO41-DDO50) within the *Yarra Planning Scheme* with permanent planning scheme provisions.**

103. In correspondence dated 29 September 2020, the Minister for Planning has expressed a willingness to consider appointing an Advisory Committee to help speed up the progression of the Council planning scheme amendments.

104. Council resolved to pursue this new pathway for planning scheme amendments in March 2021.

105. Officers now recommend that Council request the Minister for Planning to refer proposed Amendment C291 to an **Advisory Panel** appointed under Part 7, section 151 of the *Planning and Environment Act 1987*.

106. While an amendment to apply permanent DDOs is progressed, the interim DDOs will expire and their expiry provision will need to be extended.

107. It is recommended that Council request the Minister for Planning in accordance with sections 8(1) (b) and section 20(4) of the *Planning and Environment Act 1987* to extend the expiry provision within DDO21 and DDO22 for a further 12 months.

RECOMMENDATION

1. That Council:

   (a) note the officer report and Attachments 1-7 introducing proposed permanent built form provisions for Bridge Road and Victoria Street Activity Centres;

   (b) adopt the *Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (April 2021)*, supporting *Built Form Review: Bridge Road – Heritage* Analysis *and Recommendations (April 2021);* and *Built Form Review: Victoria Street – Heritage Analysis and Recommendations (April 2021)* and the *Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (April 2021)* prepared by MGS Architects, GJM Heritage and Traffix Group in Attachments 1, 2, 3 and 4 as the general basis for Amendment C291 to the *Yarra Planning Scheme;*

   (c) adopt the amendment documentation for proposed Amendment C291, including proposed *Design and Development Overlay* Schedules 41 to 50 at Attachments 5 and 6; as the basis for proposed Amendment C291;

   (d) request the Minister for Planning refer proposed Planning Scheme Amendment C291, implementing the permanent built form provisions for the Bridge Road and Victoria Street Activity Centres, to an Advisory Committee under Part 7 Section 151 of the *Planning and Environment Act 1987*;

   (e) determine that should the Minister for Planning decide not to proceed with an Advisory Committee, Council as the Planning Authority, apply to the Minister for Planning (Minister) under section 8A of the *Planning and Environment Act 1987*, for 'authorisation' to prepare the Amendment;

   (f) request the Minister for Planning to prepare, adopt and approve Amendment C290 to the *Yarra Planning Scheme,* in accordance with the Minister's powers under sections 8(1)(b) and section 20(4) of the *Planning and Environment Act 1987* to extend the expiry dates for the two Design and Development Overlay schedules - DDO21 and DDO22 which apply to the Bridge Road and Victoria Street Activity Centres, on an interim basis for 12 months while the permanent provisions are formally considered;

   (g) authorise officers to consult with the Minister, in accordance with sections 8(1)(b) and 20(4) of the Act, to assist the Minister to prepare, adopt and approve the Amendment to extend the interim provisions; and

   (h) authorise the CEO to make any minor adjustments required to meet the intent of the resolution.

Attachments

1⇩ Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

2⇩ Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

3⇩ Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

4⇩ Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

5⇩ Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

6⇩ Proposed Amendment C291yara - Amendment documents

7⇩ Comparison of key metrics - Interim and proposed provisions

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

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Document
Bridge Road & Victoria Street Activity Centres: Review of Interim Built Form Controls — Analysis and Recommendations
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Prepared by MGS Architects

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

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Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

1 Introduction

1.1 Review of Interim Built Form Controls
Bridge Road & Victoria Street Activity Centres

Purpose and scope

MGS Architects and Urban Circus was engaged by Yarra City Council in December 2020 to provide an urban design review of the interim Design and Development Overlays (DDO) of Bridge Road Activity Centre (DDO21) and Victoria Street Activity Centre (DDO22) of the Yarra Planning Scheme.

The purpose of this review process is to review and test the suitability of the interim built form controls and provide recommendations for the permanent controls to improve its alignment, clarity and workability towards achieving the objectives for each centre and precinct, including to:

- Support mid-rise built form character that retains the prominence of heritage buildings within the streetscape and provides an appropriate transition to lower scale built form at the interfaces with streets and adjoining low rise residential areas.
- Achieve the preferred character sough for each precinct within both centres.
- Ensure that development maintains the prominence of heritage buildings within the streetscape, including the existing street wall character established by heritage buildings.
- Ensure that development retains views to landmarks.
- Create a high quality built form interface to the public realm at all interfaces and minimise off-site impacts to adjoining low rise residential areas.
- Promote design excellence.

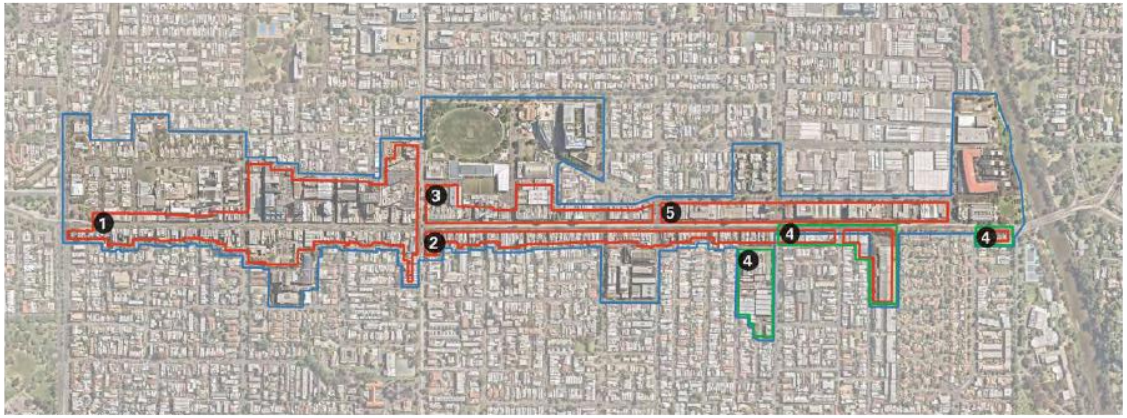


Figure 1 Bridge Road Activity Centre

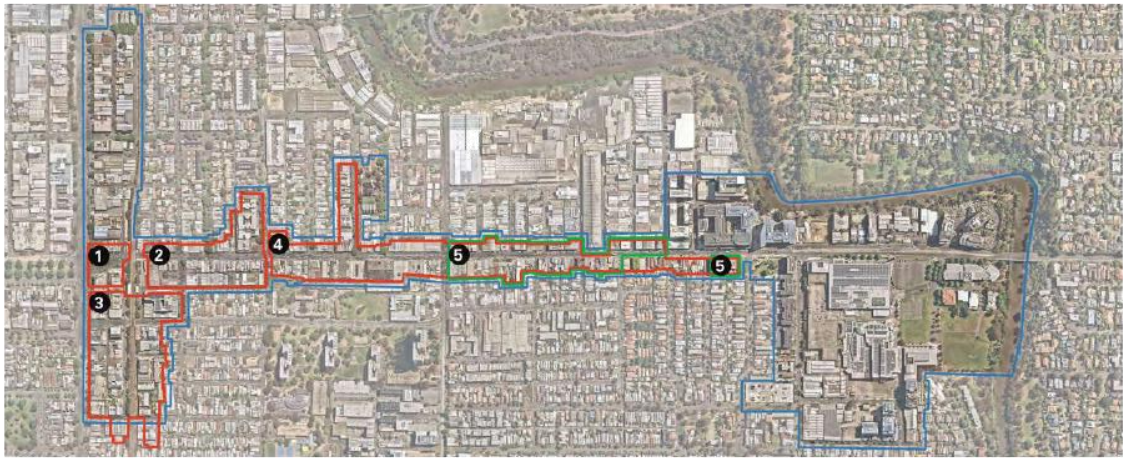


Figure 2 Victoria Street Activity Centre

1.2 Methodology

The recommendations were developed through analysis and iterative testing of interim and alternative controls used in other major activity centres in City of Yarra and Greater Melbourne. This was also supported by a range of analytical tools that interrogated the workability of interim and proposed built form controls.

This seeks to ensure that recommendations put forth in this document for the permanent controls are supported by robust and current strategic justification informed by rigorous analysis and testing. A range of tools were used:

- 3D modelling of planning envelopes derived from interim controls and alternative approaches
- Sections and elevations
- Diagrams
- Site visit and photography

Key background documents

In addition to a detailed review of the interim controls, the project was also informed a review of key background documents underpinning the interim controls, noting the differences between the propositions put forth in these documents and the adopted interim controls.

- Yarra Planning Scheme
- Bridge Road - Victoria Street Built Form Framework (David Lock Associates, June 2018)
- Victoria Street and Bridge Road Built Form Review - Heritage Analysis & Recommendations (GJM Heritage, June 2018)
- Landmarks & Views Assessment (Ethos Urban, October 2019)
- Traffic Engineering Assessment - Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, June, 2018)
- Activity Centre Pilot Program — Key findings report (DELWP, 2018)
- Planning Practice Note 59 — The Role of Mandatory Provisions in Planning Schemes (DELWP)
- Planning Practice Note 60 — Height and Setback Controls for Activity Centres (DELWP)

This review sought to ensure that the recommendations for the permanent controls were generally consistent with, and built upon, recommendations contained in the background documents. Where there is a proposed change between the recommendations and the interim controls, a rationale is provided in each section and supported by diagrams and 3D modelling where relevant.

Further reference documents reviewed include the following:

- Yarra Spatial Economic and Employment Strategy (SGS Economics and Planning and City of Yarra August, 2018)
- Bridge Road Streetscape Masterplan (Hansen and City of Yarra, adopted November 2017)
- Victoria Street Streetscape Masterplan (City of Yarra, adopted September 2015)

Heritage Input

GJM Heritage provided extensive heritage input based on a comprehensive analysis of heritage buildings and streetscapes focussing on the built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage Reports for details.

3D modelling — assumptions

The planning envelopes for interim and proposed controls were derived from the following controls:

- Maximum building height
- Street wall height
- Upper level setbacks
- Building separation
- Street wall and setback transitions (except for matching the parapet height of adjoining heritage buildings)

For the purpose of testing, the following assumptions were undertaken to demonstrate likely achievable height outcomes and building separation for both controls:

- Narrow lots less than 5 metres in width would only be developed up to the street wall height owing to spatial limitations in accommodating lift cores, providing for adequate shared corridor widths and other internal amenity considerations.
- Lots greater than 5 metres in width will be built on the boundary up to the maximum height allowed under building separation requirements.

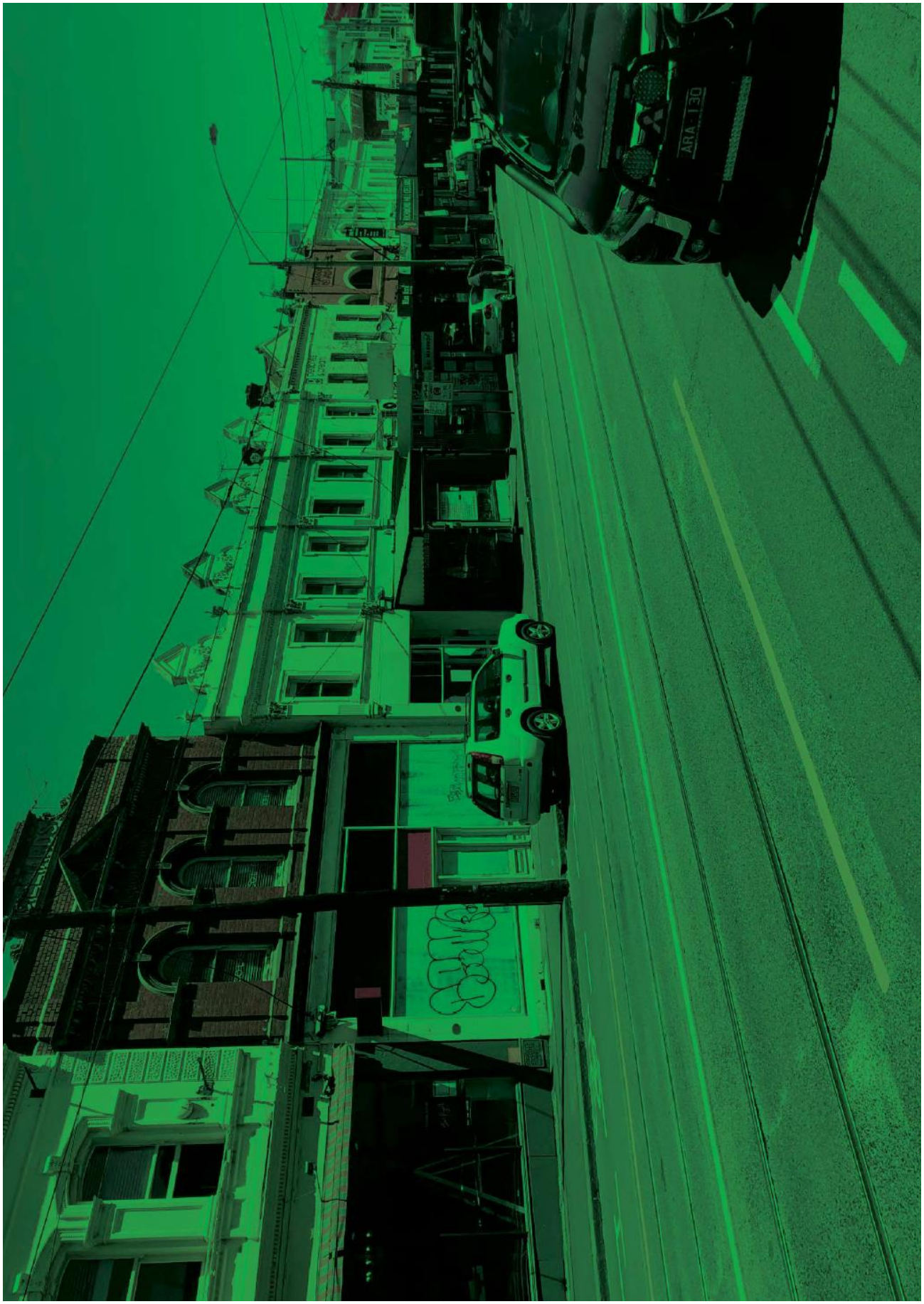
Key limitations

The model provides an high-level indication of building massing that do not reflect actual achievable outcomes or represent the future character of each precinct. Building volumes would vary depending on lot characteristics and land use. For example, narrow sites with two aspects may be able to fill more of the planning envelope whereas wider sites would typically have lower building volumes as a result of achieving internal amenity outcomes such as daylighting and ventilation. However, commercial buildings with larger floorplates would be able to better optimise the planning envelope. This also does not account for architectural outcomes (i.e.

The 3D modelling did not account for the following controls:

- Building separation from the laneway above 21 metres were not modelled for the *interim* controls.
- Adjusting street wall heights to matching the parapet of adjacent heritage buildings (due to time constraints).

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



1.3 Strategic context and key directions

Bridge Road and Victoria Street are both designated as major activity centres in *Plan Melbourne 2017-2050.* They consist of two of seven major activity centres in the City of Yarra. Each of these are principally corridor-based activity centres structured along historical turn-of-the-century 'retail streets'.

Character and sense of place

Bridge Road is distinguished by a predominantly fine-grain streetscape and buildings of heritage value, particularly on the southern side of Bridge Road. This lower scale built form is contrasted by taller mid-rise development to the north of Bridge Road between Punt Road and Church Street, including Richmond Plaza (currently under construction). Also notable is the institutional built form of Epworth Hospital and lower rise historic built form of Richmond Town Hall and adjacent courthouse. The historic fabric of Bridge Road is highly valued by the broader community in the City of Yarra.

Victoria Street has a number of individual buildings of heritage value dispersed along its length and particularly between Shelley Street and Lennox Street on the southern side. However, there have been negative public perceptions on the sense of place and character on Victoria Street due to a perceived lack of safety in the centre and general perceptions of poor appearance.

Key directions include the following:

— Support development, investment and renewal in preferred locations within each centre.
— Ensure future development responds to heritage and retains the prominence of heritage buildings within the streetscape
— Establish well-defined preferred character statements for each precinct.
— Refine built form controls to address context-specific local conditions such as heritage, views, topography, street alignment and residential interfaces.

Access and movement

Bridge Road and Victoria Street both enjoy high levels of access to the public transport network with tram routes operating on Bridge Road, Victoria Street and Church Street and the railway line at the western peripheries.

Key directions include the following:

— Ensure built form controls protect the amenity of streets for walking and cycling.
— Maintain and improve the role of rear laneways, and in some instances side streets, in providing vehicular access in a manner that improves the quality and experience of access for pedestrians and cyclists at main street interfaces.

Open space and recreation

There is a limited amount of open space available in the City of Yarra with only 4.4m^2 per person in North Richmond (Victoria Street), 18m^2 per person in Central Richmond (Bridge Road), refer to *Yarra Open Space Strategy 2020, Technical Report.* As an inner-city municipality of comparatively small size and a growing infill population, there will be increasing pressure on open space. For both centres, the quality of the streetscape forms an integral part of the public realm experience in addition to formal open spaces. Community facilities, including schools, provide further informal and formal recreational opportunities.

The Yarra River, Birrarung, is located to the east (and north of Victoria Street). There are significant opportunities to improve connectivity to the river.

Key directions include the following:

— Improve the amenity of the streetscape of streets that provide linkages to open space, recreational facilities and transport, including increased street tree canopy cover, landscape design and urban realm treatments.
— Ensure built form controls protect open space from overshadowing and off-site impacts and improve passive surveillance through appropriate levels of street activation to open space.

Development considerations and trends

Recent development activity focused in the east of both corridors and the western end of Victoria Street. Development leveraging public transport connections and larger lots. There has been Less development in centre of corridors, reflecting smaller lots, fine grain character and heritage constraints.

Historical ownership patterns in Victoria Street have contributed to lower levels of development and renewal.

However, there is an opportunity leverage the significant investment in housing in the municipality, including Elizabeth Street, towards short-to-medium term renewal in both centres.

Key directions include the following:

— Encourage high quality development and renewal in the right locations.
— Ensure built form controls support development that will leverage current and future investment in housing, schools and open space.

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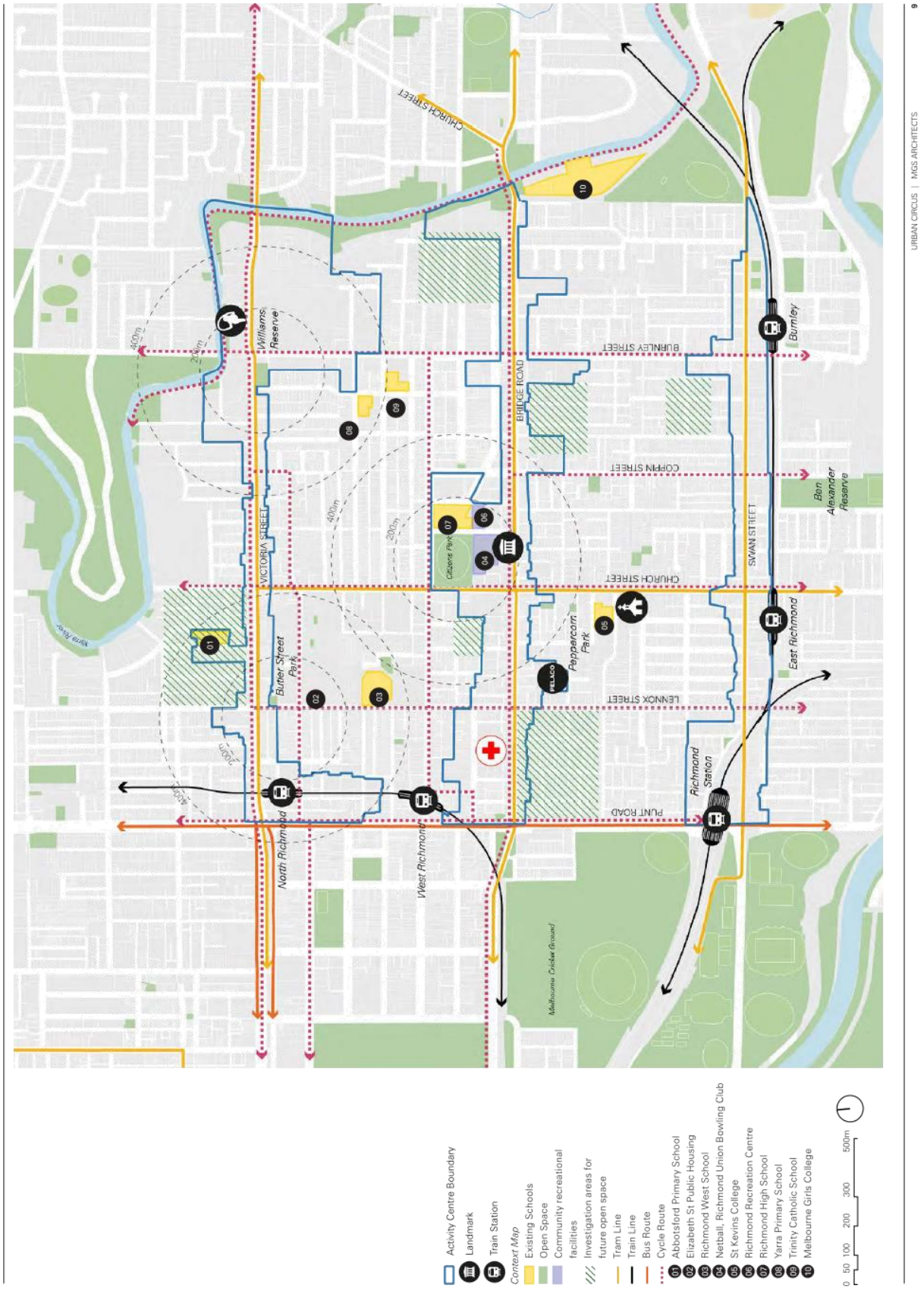
Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

2.1 Analysis and opportunities
Methodology

This section undertakes an analysis of both centres to identify constraints and opportunities for future change. This comprises of an analysis of planning zones and overlays, heights, lot characteristics and development considerations such as sensitive residential interfaces, topography, and heritage places and its implications for future development. This was supported by a review of recent and current development trends based on planning application data supplied by Council.

Lot characteristics

Lot size
The size of lots typically reflect the original subdivision pattern such as smaller lots fronting retail streets and larger public or institutional landholdings which are interspersed by a variety of lot sizes created through consolidation or subdivision of previously larger sites, such as larger former industrial or commercial sites. Lot size also provides an basic indication of future development potential.

Lot width and depth
The width and depth of lots indicates the predominant urban fabric of both activity centres and assists in identifying areas with higher development potential. For example, very narrow lots may not be able to achieve the nominated maximum building height due to a combination of factors such as inability to accommodate lift cores and provide for appropriate levels of internal amenity. Similarly, on shallow lots, upper level setbacks may result in excessively shallow floorplates that are not feasible. Wider and deeper lots typically have a greater ability to achieve the nominated maximum height and manage off-site impacts such as overshadowing.

Lot access
The type of access to lots has implications for both activity centres to ensure that priority is granted to pedestrians (and cyclists) on Bridge Road and Victoria Street. This is achieved by removing existing crossovers where they exist and locating them on secondary frontages, including rear laneways. On narrow lots with a single frontage, this would mean that access to car parking would only be achievable from the primary frontage. As a result, lots with two or more frontages have increased capacity and flexibility in managing the impacts of vehicular access and improve the overall quality of the public realm.

Identifying potential areas of change

The preceding analyses informed an estimation of the development potential of lots within each activity centre. It should be noted that this estimation was simplified to a block-by-block level to provide a more useful indication of potential change and to account for unknown factors such as ownership and potential consolidation.

Defining constraints to development:

— Recently developed or under construction.
— Strata titles or subdivision (ownership fragmentation).
— Lot size including width and depth.
— Lot access (rear laneway and/or side street).
— Sensitive residential interfaces (particularly to the south due to overshadowing)
— Heritage values (particularly when combined with other constraints such as smaller lots and/or sensitive interfaces)
— Environmental Audit Overlay
— Topography

High potential
— Larger site
— Wide lot width (>20) and/or adequate depth (>30m)

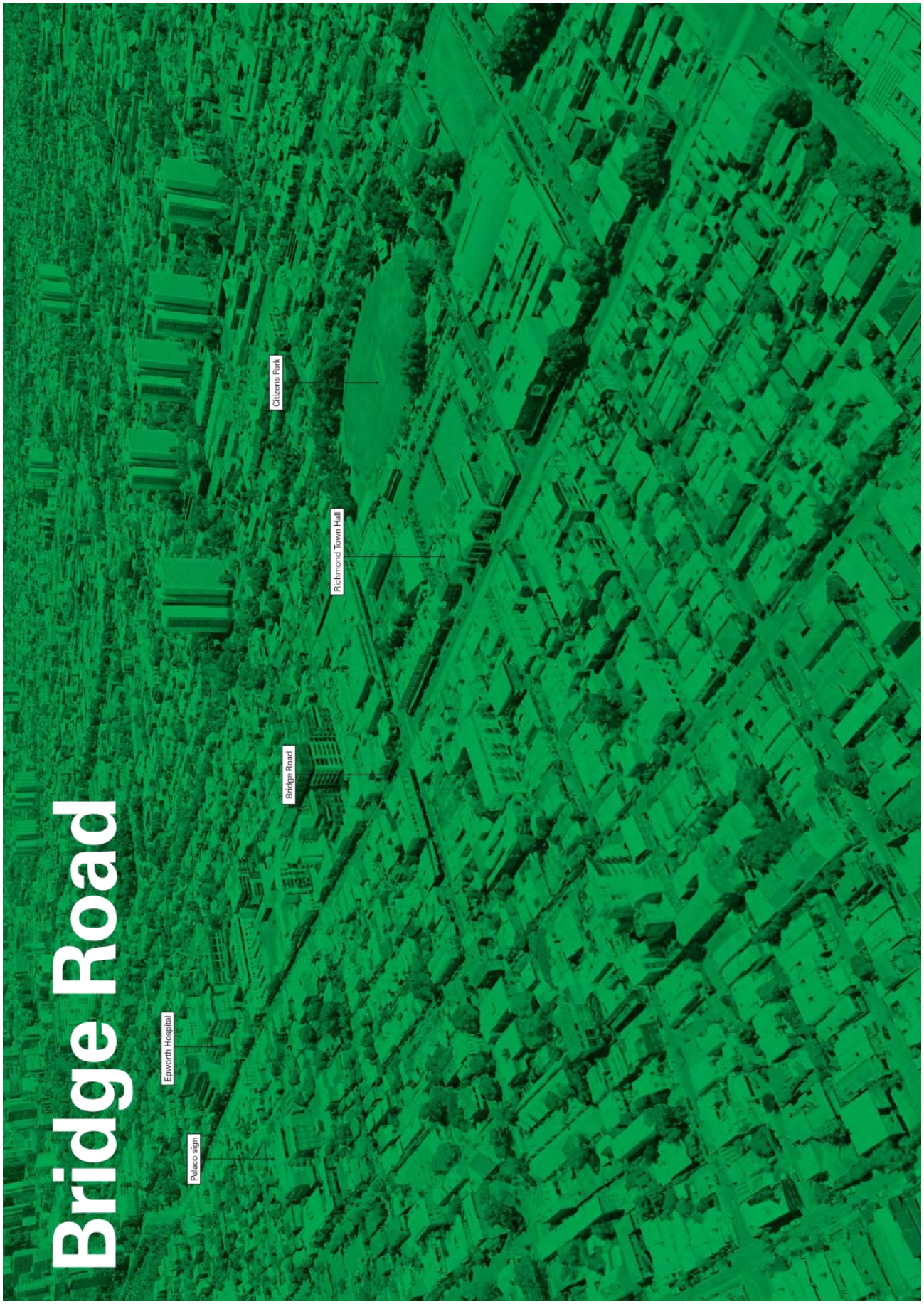
Moderate potential
— Average lot width (6-20m) and/or adequate depth (30m)
— May require consolidation for greater height

Low potential
— Narrow lot width (<6m) and/or depth (<25m)
— Topography, heritage and residential interfaces

Strata title
— Future development may be potentially constrained by ownership fragmentation

No change / very low potential
— Recently developed or under construction
— Civic building, i.e. Richmond Town Hall

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



2.2 Bridge Road Activity Centre
Overview and key opportunities

Bridge Road is distinguished by a predominantly fine-grain streetscape and buildings of heritage value, particularly on the southern side of Bridge Road.

This lower scale built form is contrasted by taller mid-rise development to the north of Bridge Road between Punt Road and Church Street, including Richmond Quarter (former Richmond Plaza). Also notable is the institutional built form of Epworth Hospital and lower rise historic built form of Richmond Town Hall and adjacent former police station.

The historic fabric of Bridge Road is highly valued by the broader community in the City of Yarra. Bridge Road enjoy high levels of walkability and access to the public transport network with tram routes operating on Bridge Road, Victoria Street and Church Street and the railway line and West Richmond Station at the western periphery.

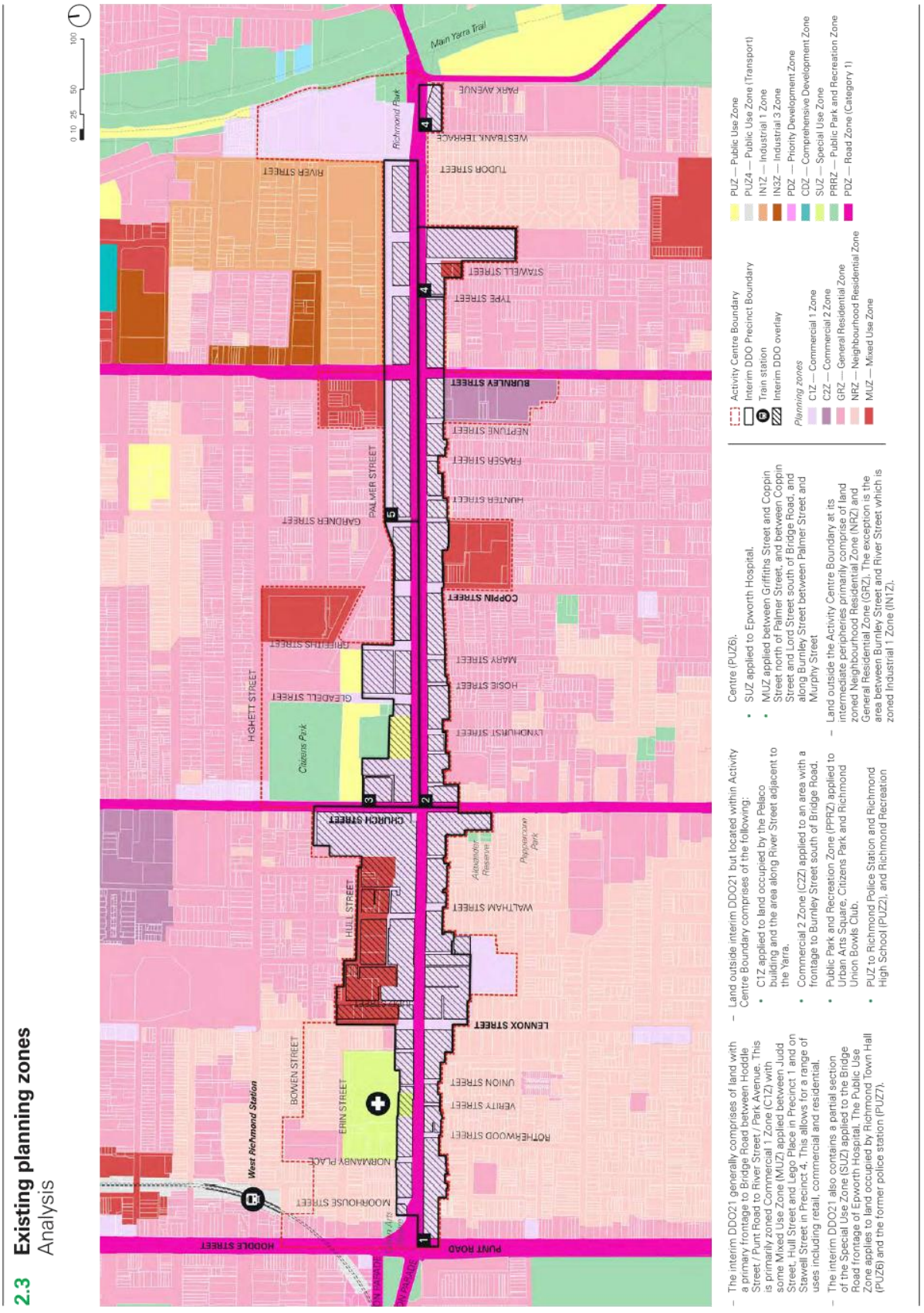
Precinct 1 - recent renewal of lots fronting bridge road with taller development setback.

Precinct 3 - civic precinct including schools, recreational facilities and the Richmond Town Hall

Precinct 1 - fine grain heritage streetscape with mid-rise development including Epworth Hospital

Precinct 3 - significant heritage buildings extending around corners on major intersection with Church Street Church Street.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



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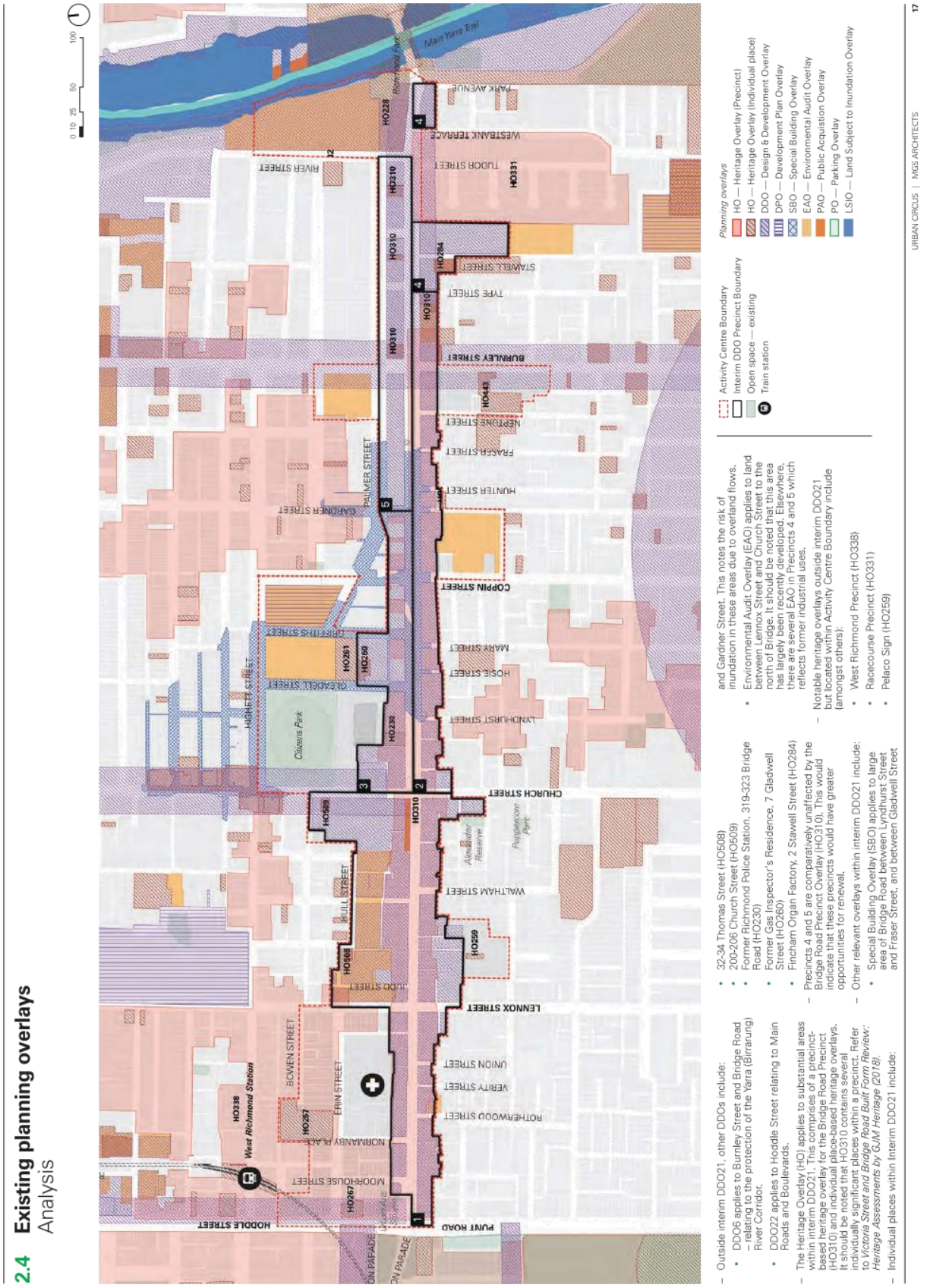

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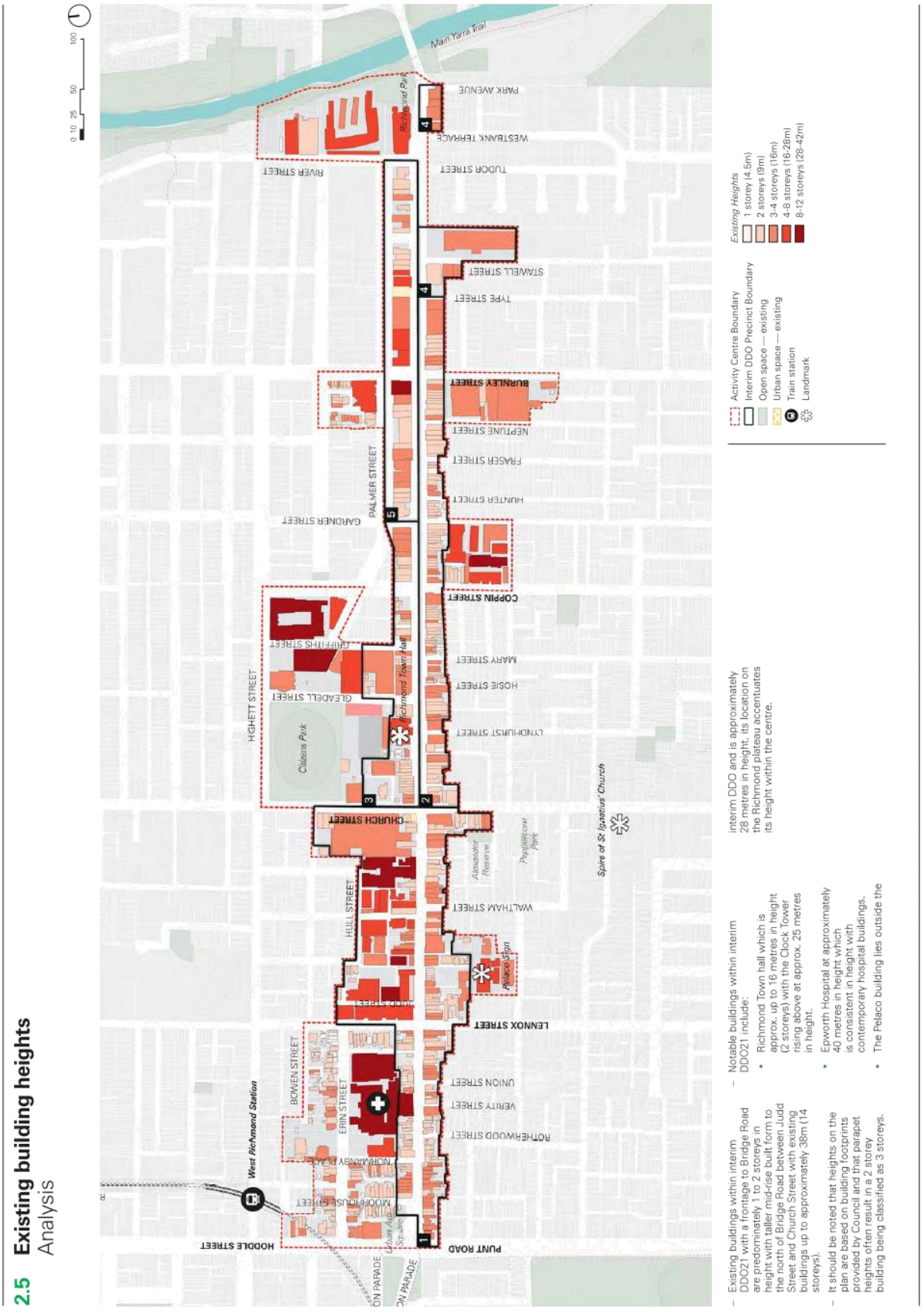

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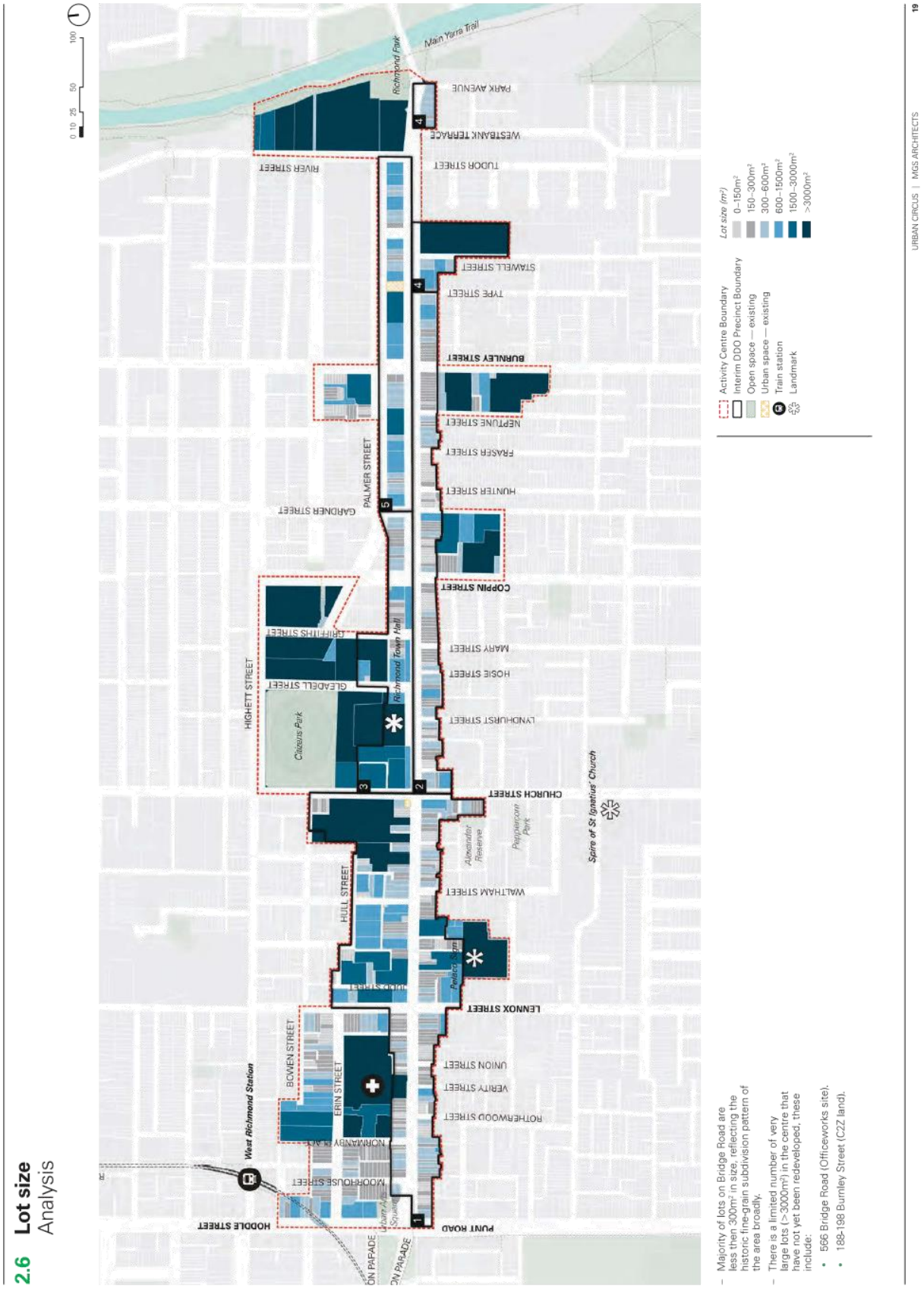

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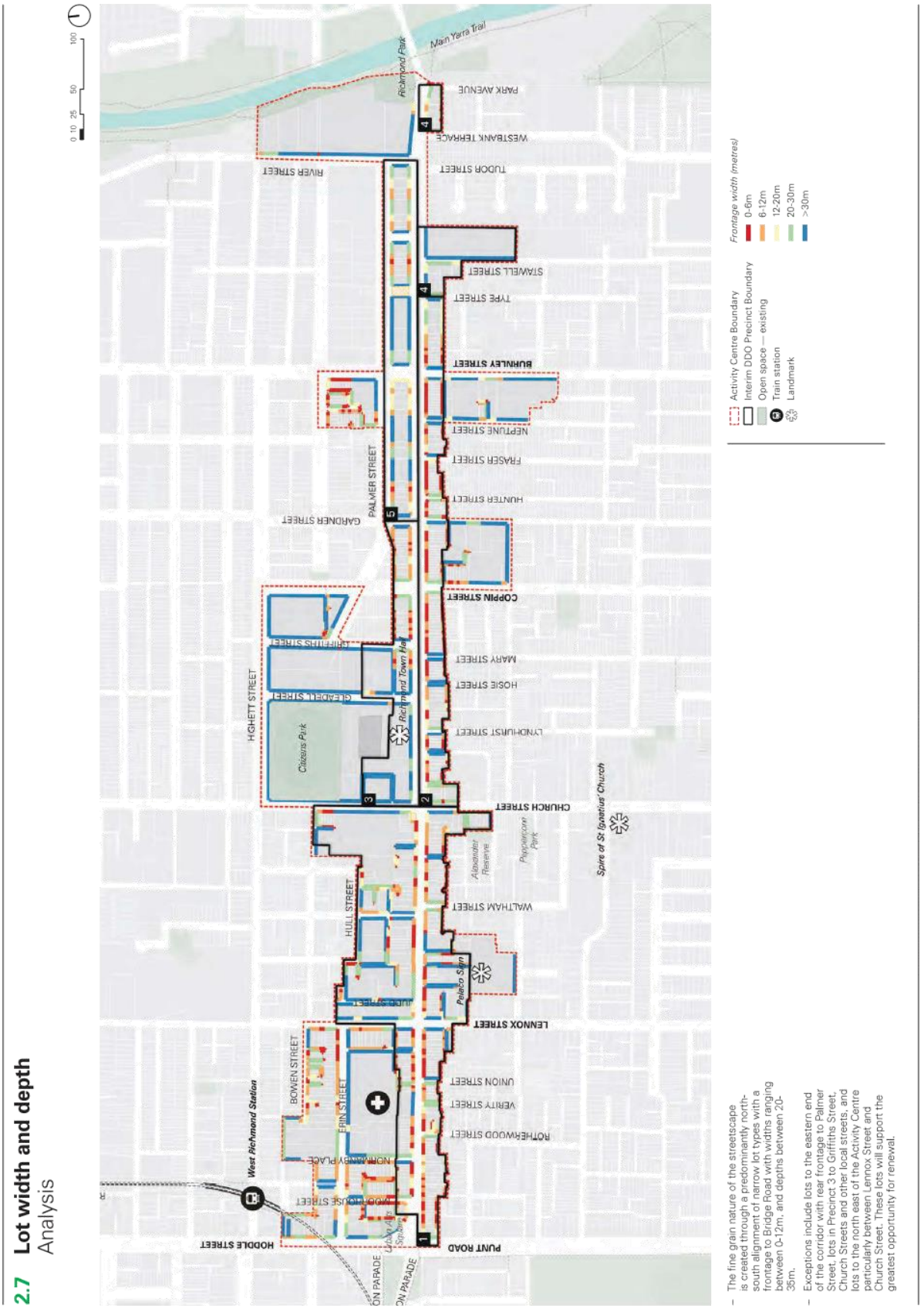

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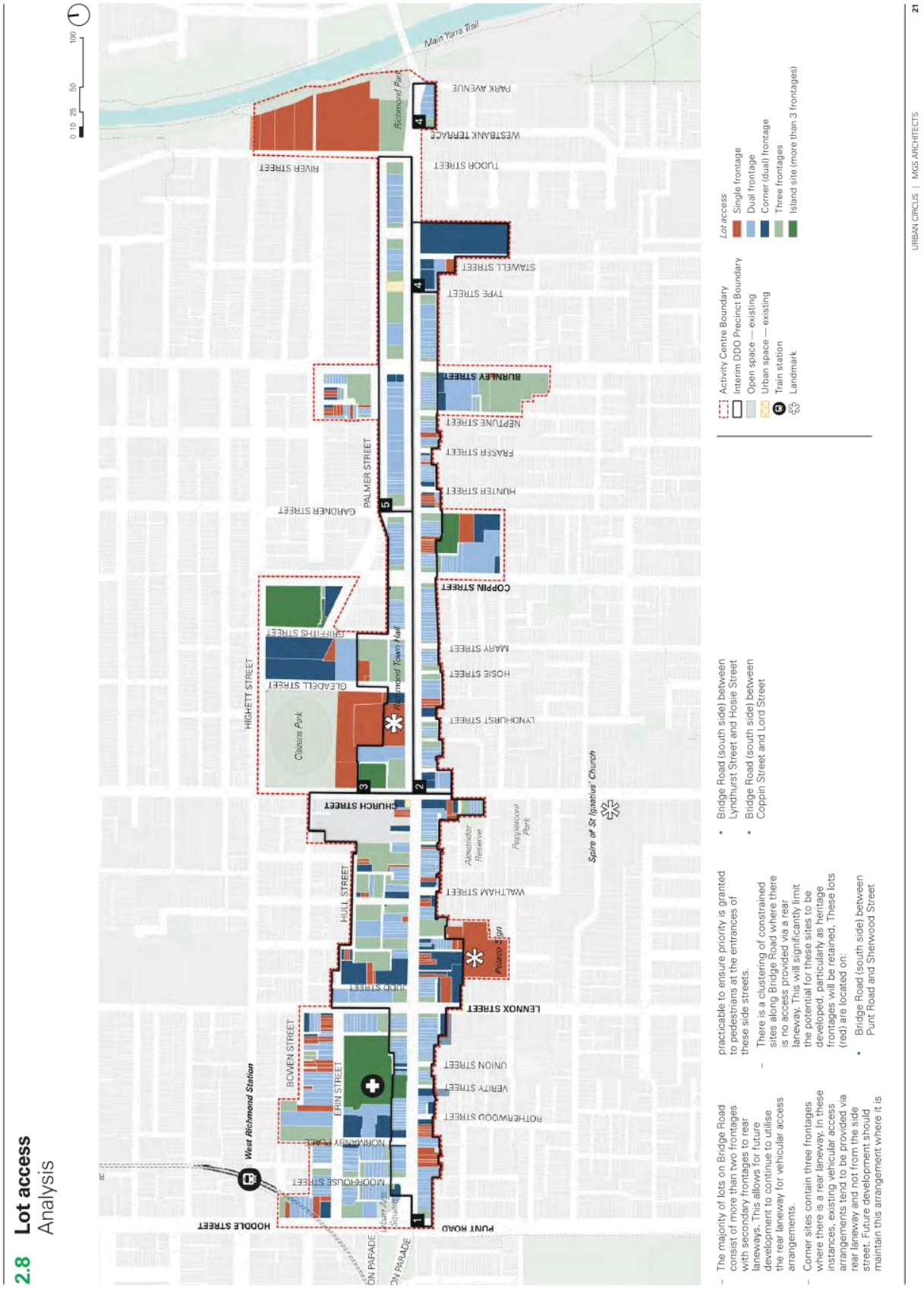
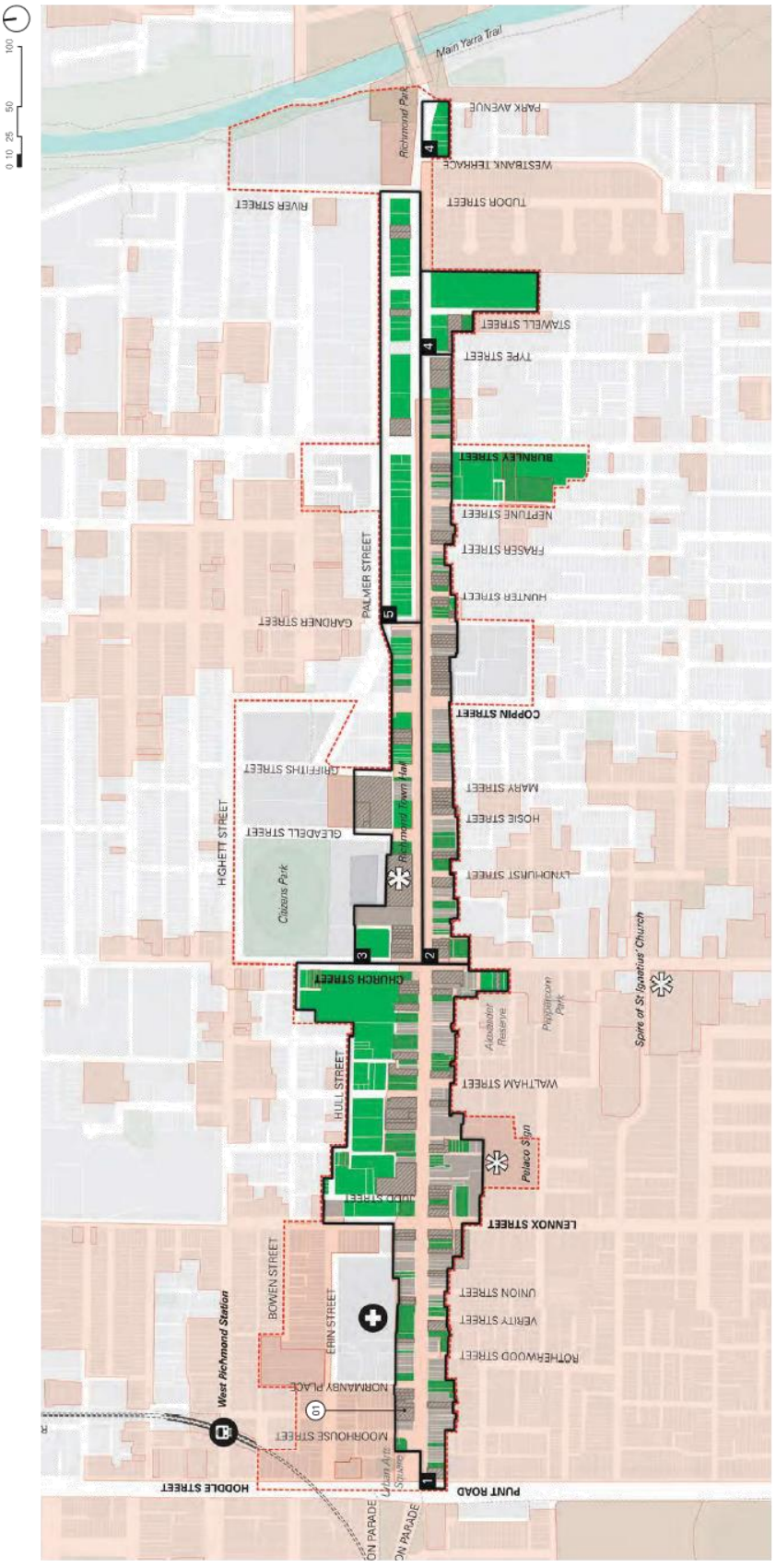


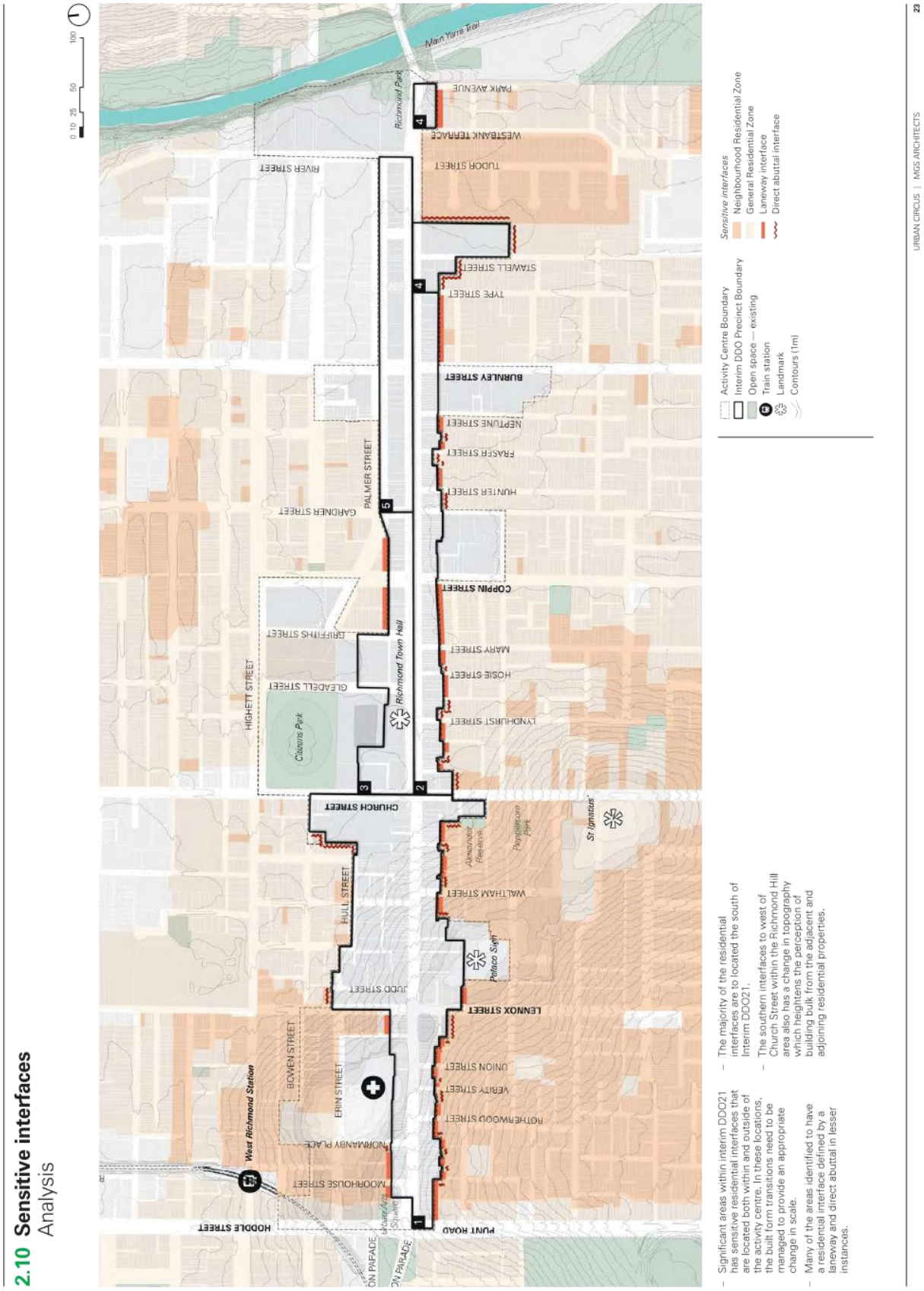
Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

2.9 Heritage buildings and infill sites
Analysis



— The centre contains a substantial number of individually significant heritage buildings and contributory heritage buildings, resulting in few infill development opportunities.
— Significant opportunities for infill development in Precinct 4 and 5 due to fewer heritage buildings and larger lot sizes and widths.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



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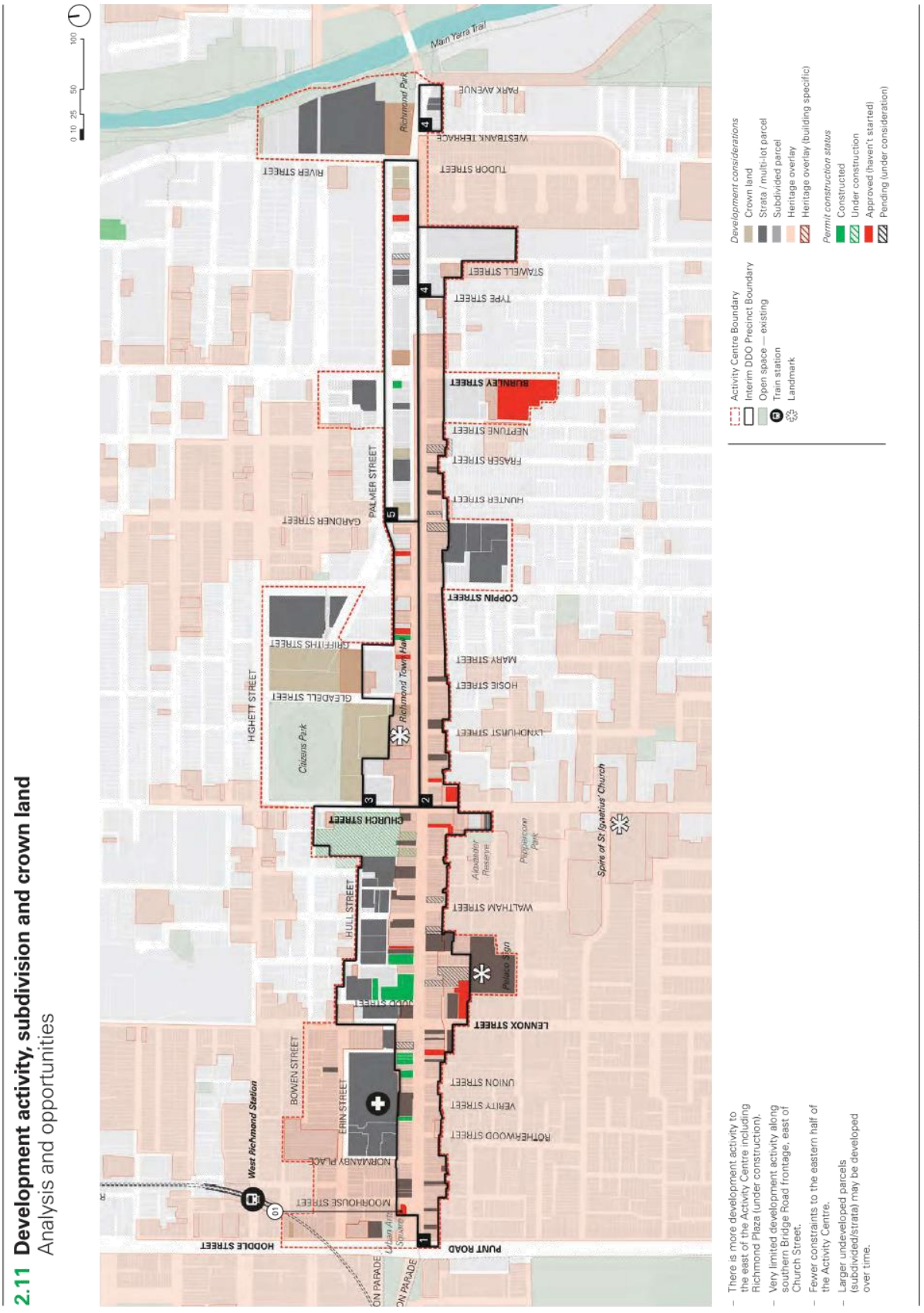

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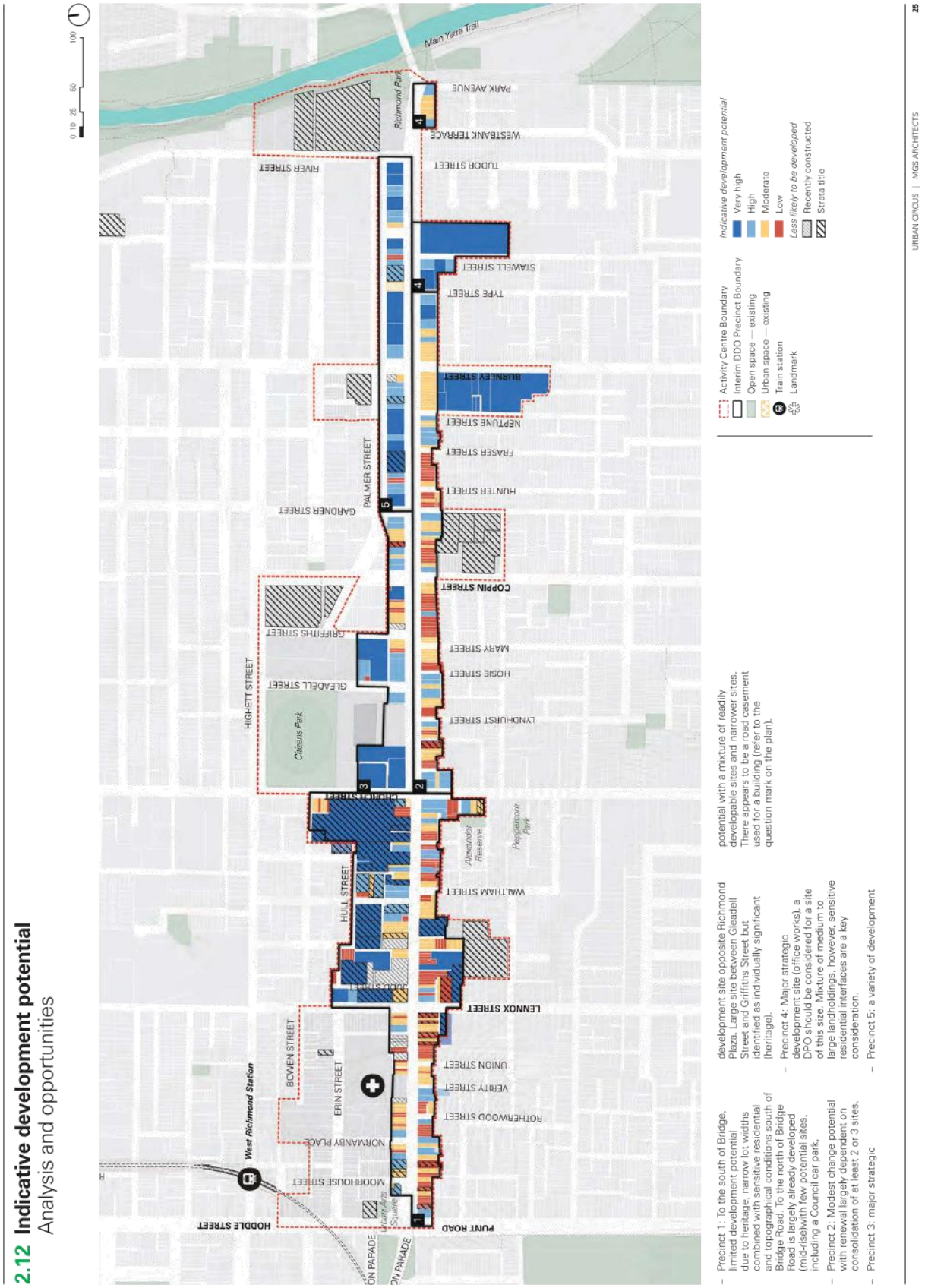

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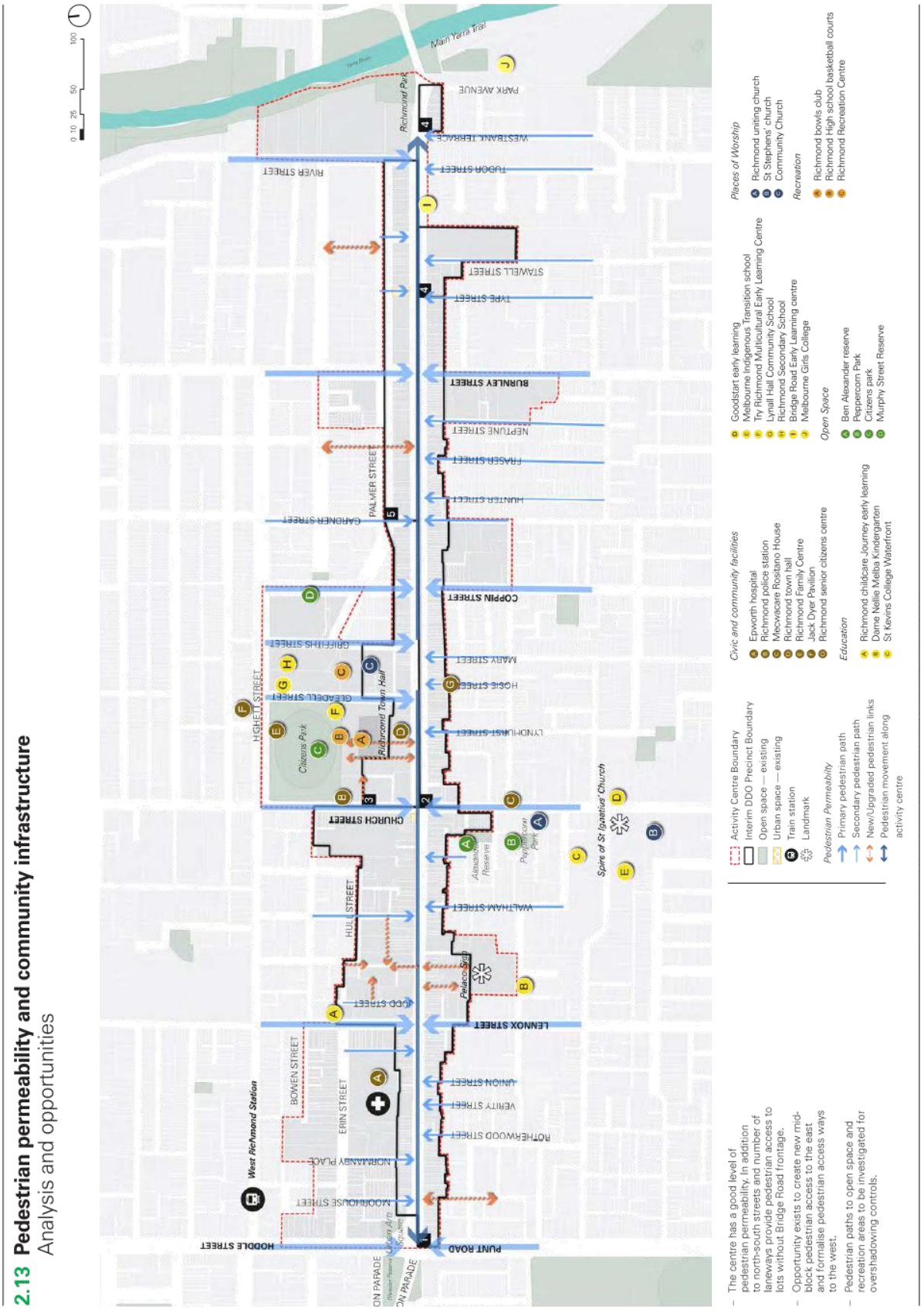

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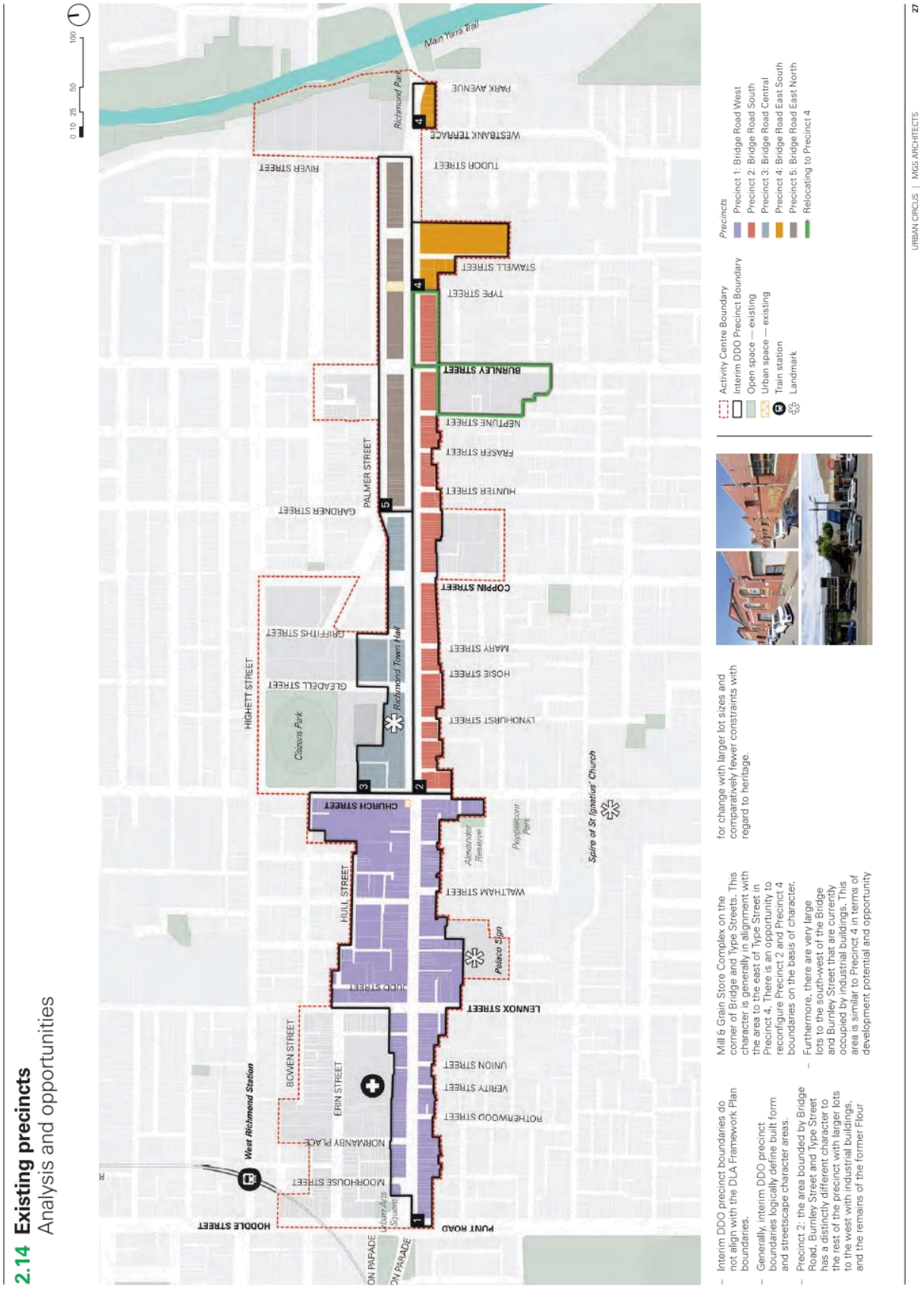

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2.15 Victoria Street Activity Centre
Overview and key opportunities

Victoria Street will be renewed as a culturally diverse destination within the municipality. It is characterised by predominantly low to mid scaled development to its central precincts with mid to higher scaled development to it's eastern and western ends.

Arrival at the activity centre from the west is defined clearly by a gateway plaza and the recognisable form of the railway bridge above the street while Victoria Gardens and recent residential developments to the east reflect larger historical industrial uses close the Yarra river interface.

The streetscape is characterised by fine-grain built form interspersed with heritage buildings particularly on corner lots and often connecting to green streets. An intact heritage streetscape to the west of the rail line includes retail hospitality venues often with outdoor dining and shopping with a northern aspect.

The activity centre is flanked by significant residential heritage precincts where transitions in built form ensure a balance between scale and renewal. The renewal of the North Richmond public housing site will highlight the need to improve pedestrian permeability, facilitated by redevelopment opportunities along Victoria Street Current and ongoing industrial uses, such as the Carlton United Breweries site, close to the activity compliment the centre's role in providing diverse employment opportunities within the City of Yarra.

Precinct 1: heritage buildings define the northern corner as well as the gateway structure and narrowing of Victoria Street.

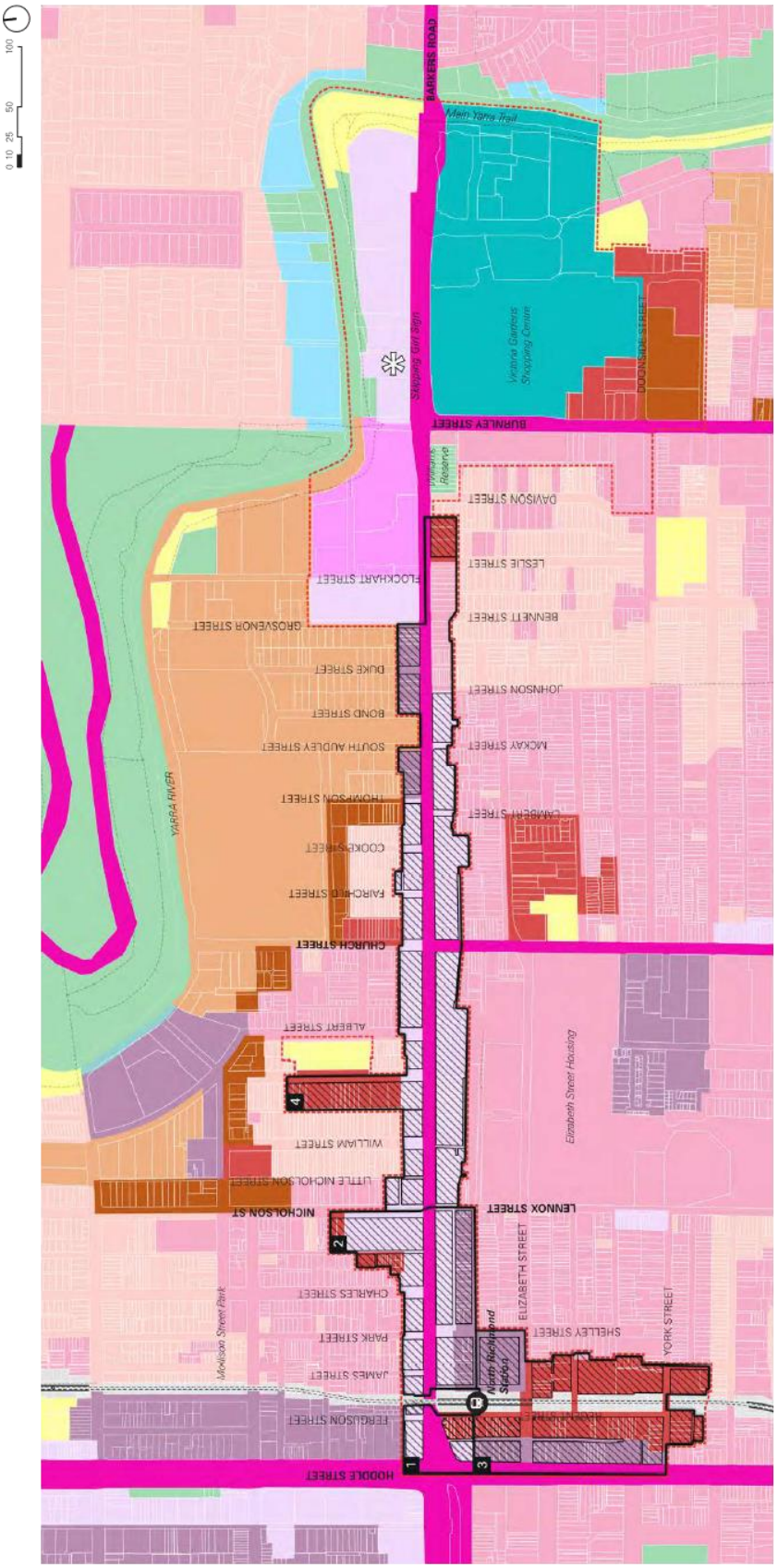
Precinct 2 - intact heritage streetscape that are a distinct retail and hospitality destination in municipality.

Precinct 4 - existing retail buildings and spaces in need of renewal that preserve fine grain character and identity.

Precinct 5 - heritage building defines corner with non-heritage sites as an opportunity for redevelopment.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

2.16 Existing planning zones



- The interim DDO primarily consist of land zoned Commercial 1 Zone (C1Z) which allows for residential uses. This reflects opportunities for housing growth along the corridor in the form of infill or shop-top development of heritage buildings.
- This is supported by significant areas, with the majority to the west, zoned Mixed Use Zone (MUZ) which support higher density housing growth.
- Abbotsford Primary School is zoned Public Use Zone.

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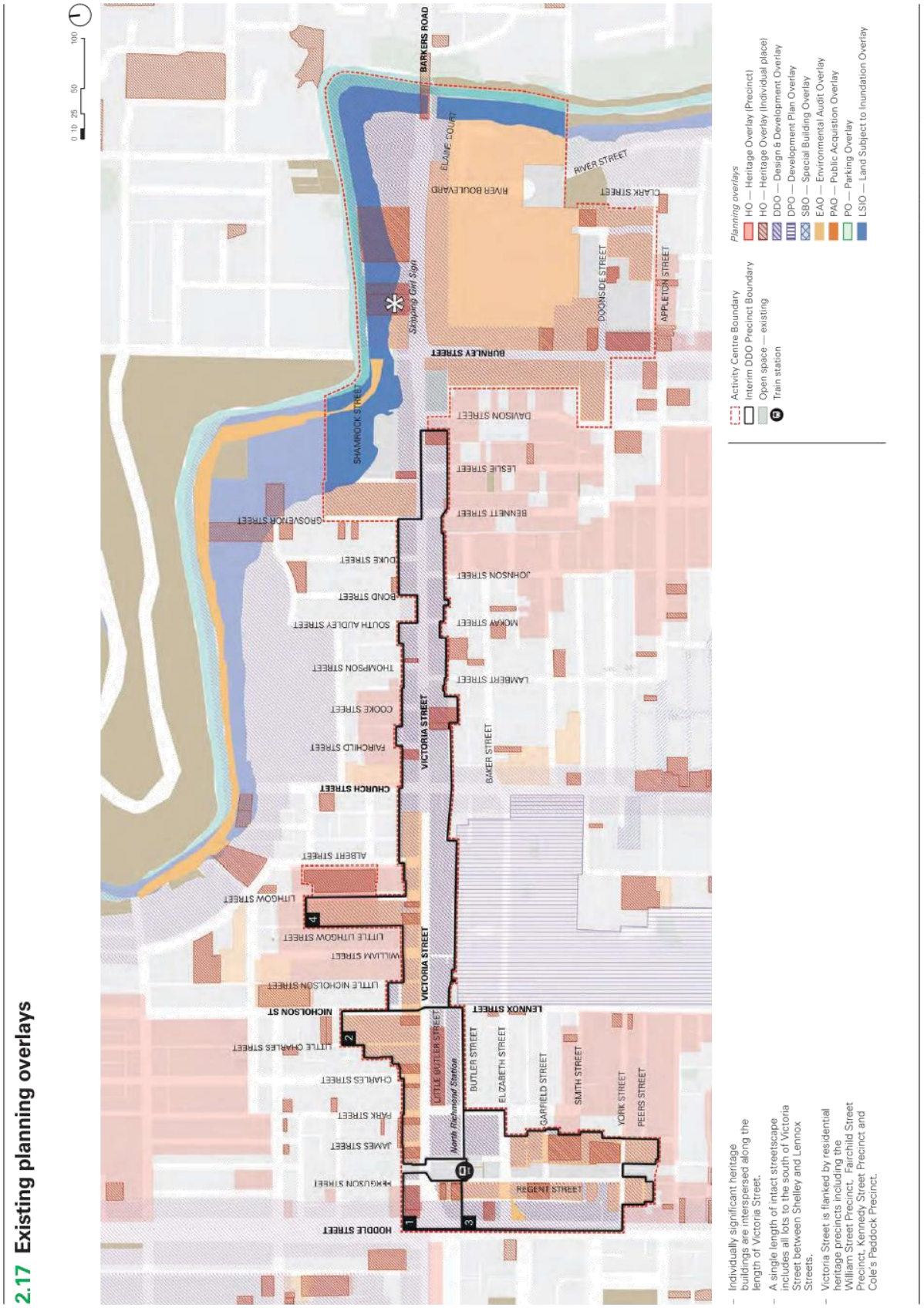

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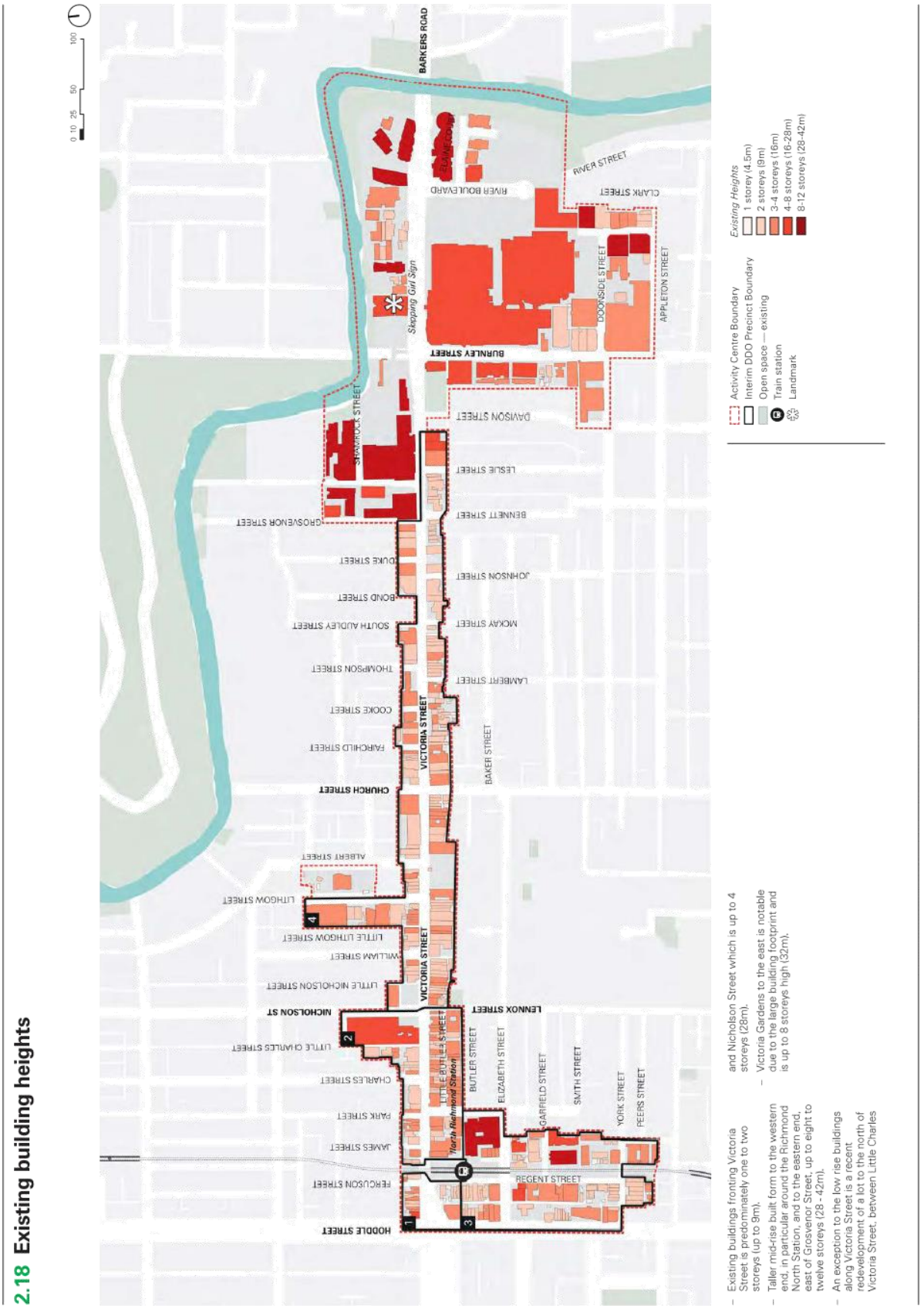

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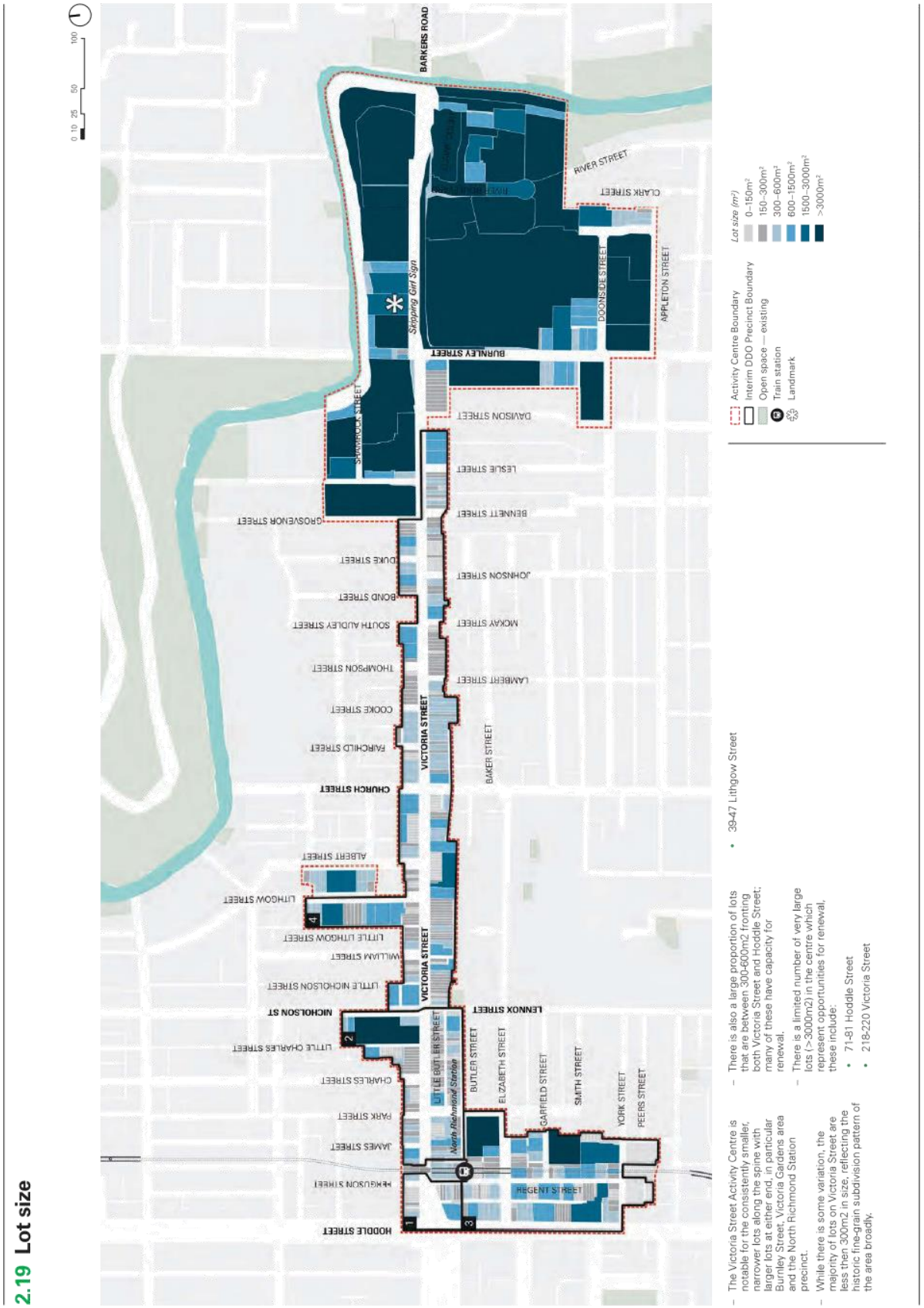

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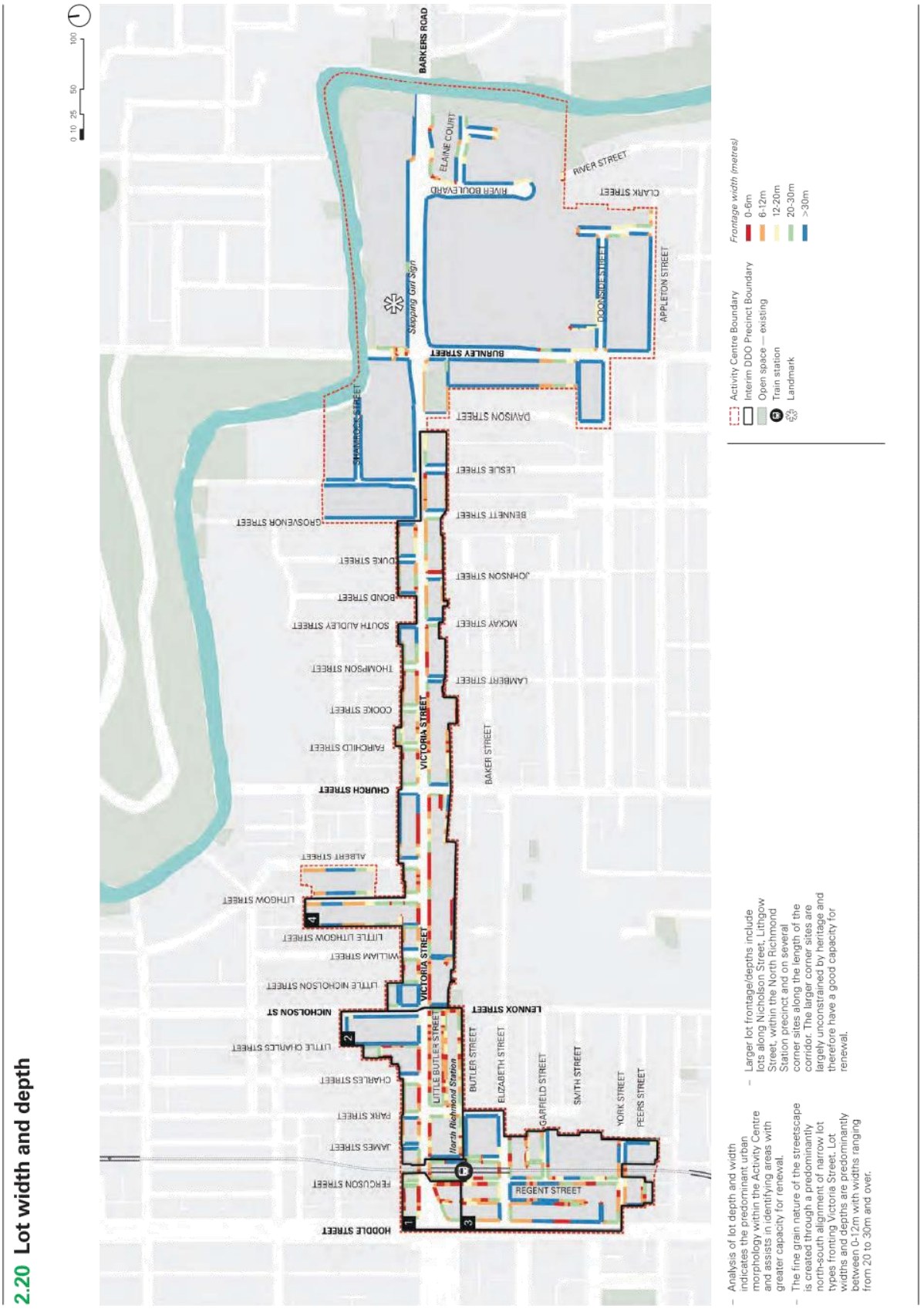
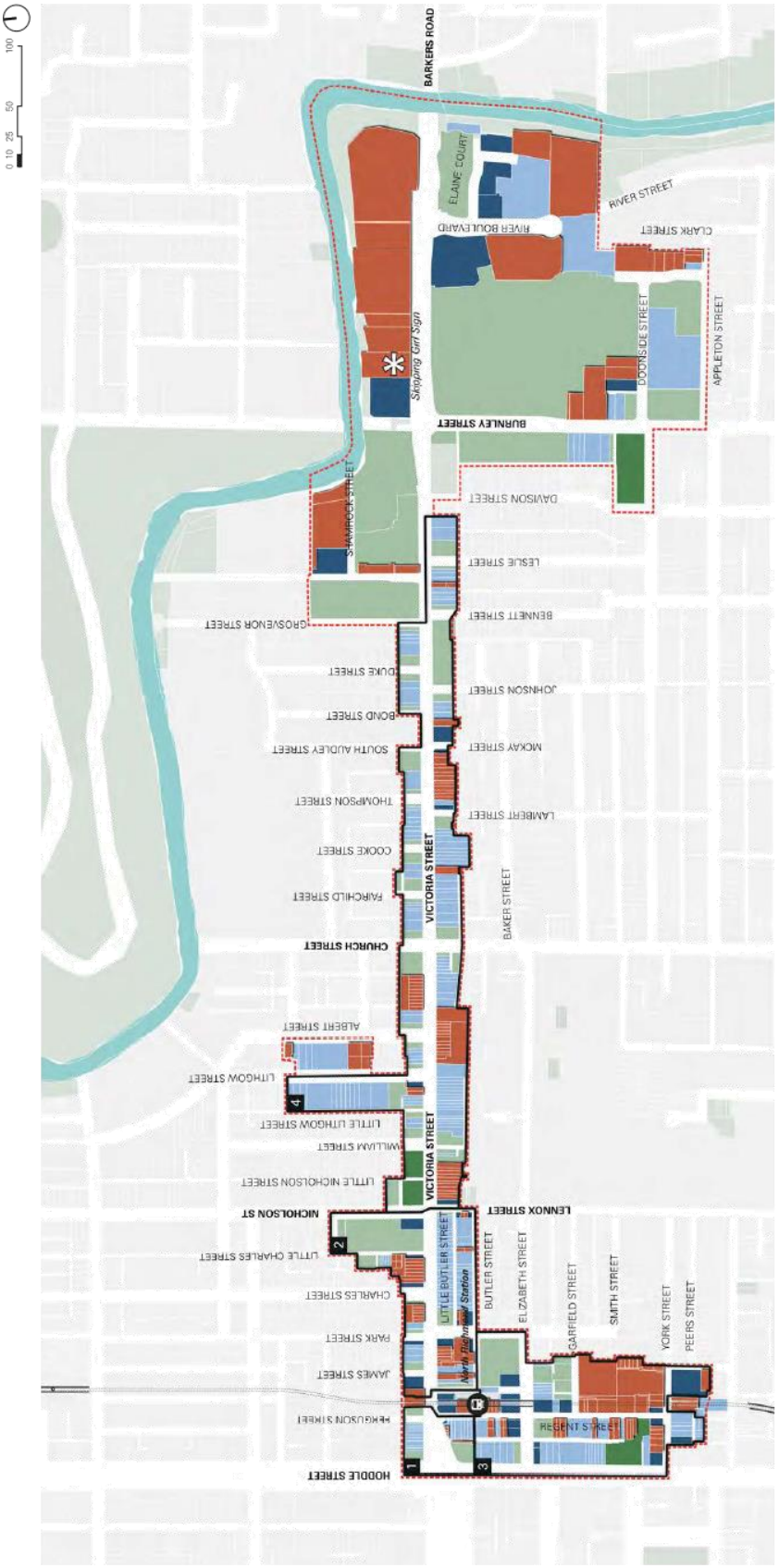


Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

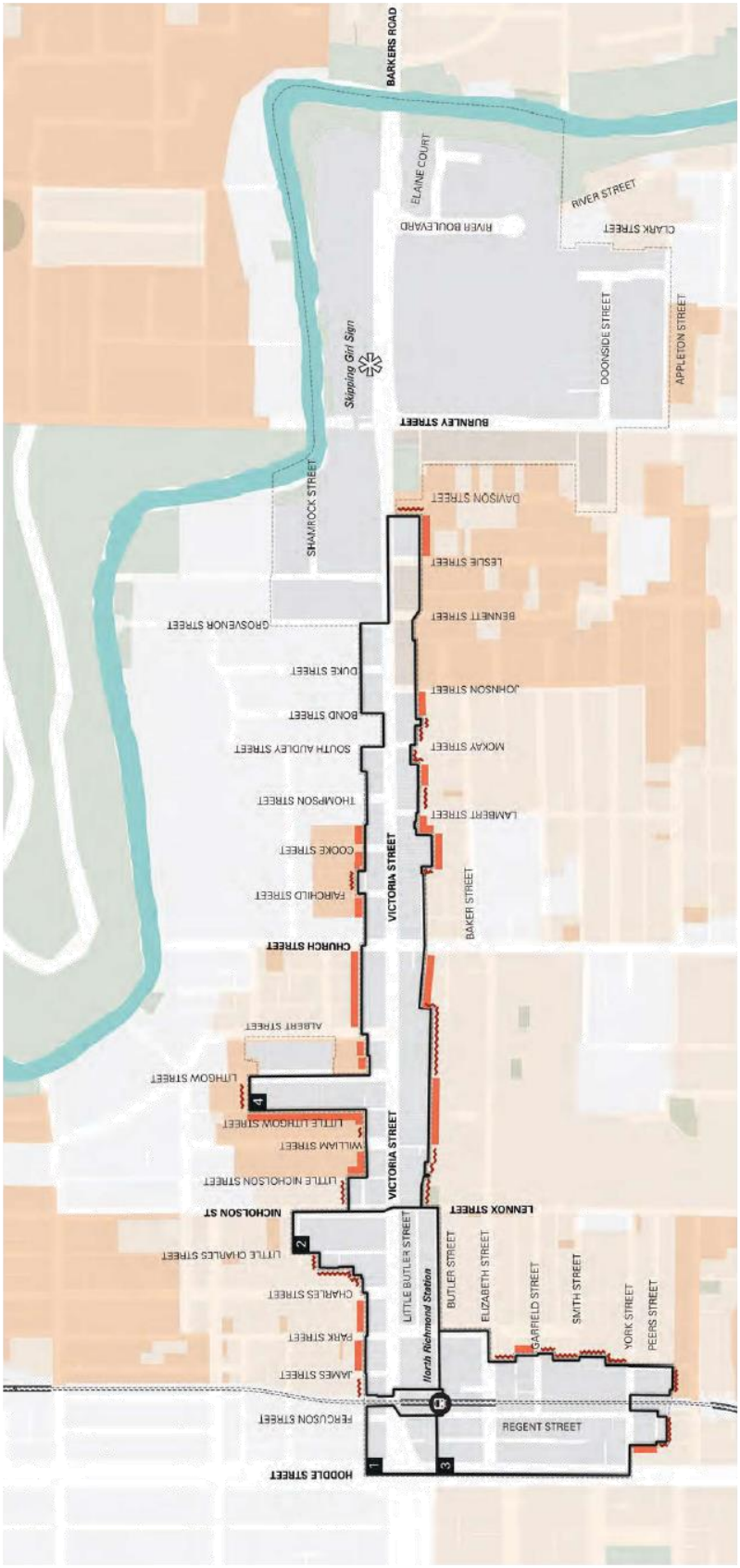
2.21 Lot access



- Lot access is a contributing factor to development potential and indicator of where access requirements may need to be improved for service, maintenance etc. Access to lots directly from Victoria Street is limited and therefore many lots rely on rear laneway access to service retail, residential or commercial requirements. Preserving and improving side or rear access will support the ongoing function of the Activity Centre.
- The majority of lots have two frontages to both Victoria Street and a rear street or laneway.
- Corner sites contain three frontages where there is a rear laneway. In these instances, existing vehicular access arrangements tend to be provided via rear laneway and not from the side street. Future development should maintain this arrangement where it is practicable to ensure priority is granted to pedestrians at the entrances of these side streets.
- There are several sections along Victoria Street where groups of lots have only a single frontage ie no rear laneway or side street. This will significantly limit the potential for these sites to be developed. These lots (red) are located on:
  - Victoria Street (south side) south east corner of Lennox Street.
  - Victoria Street (south side) mid block between Lennox and Church (this has a rear carpark and direct vehicle access from Victoria Street.
  - Victoria Street (north side) between Coppin Street and Lord Street.
  - Victoria Street (south side) between Lambert and Mackay Street.

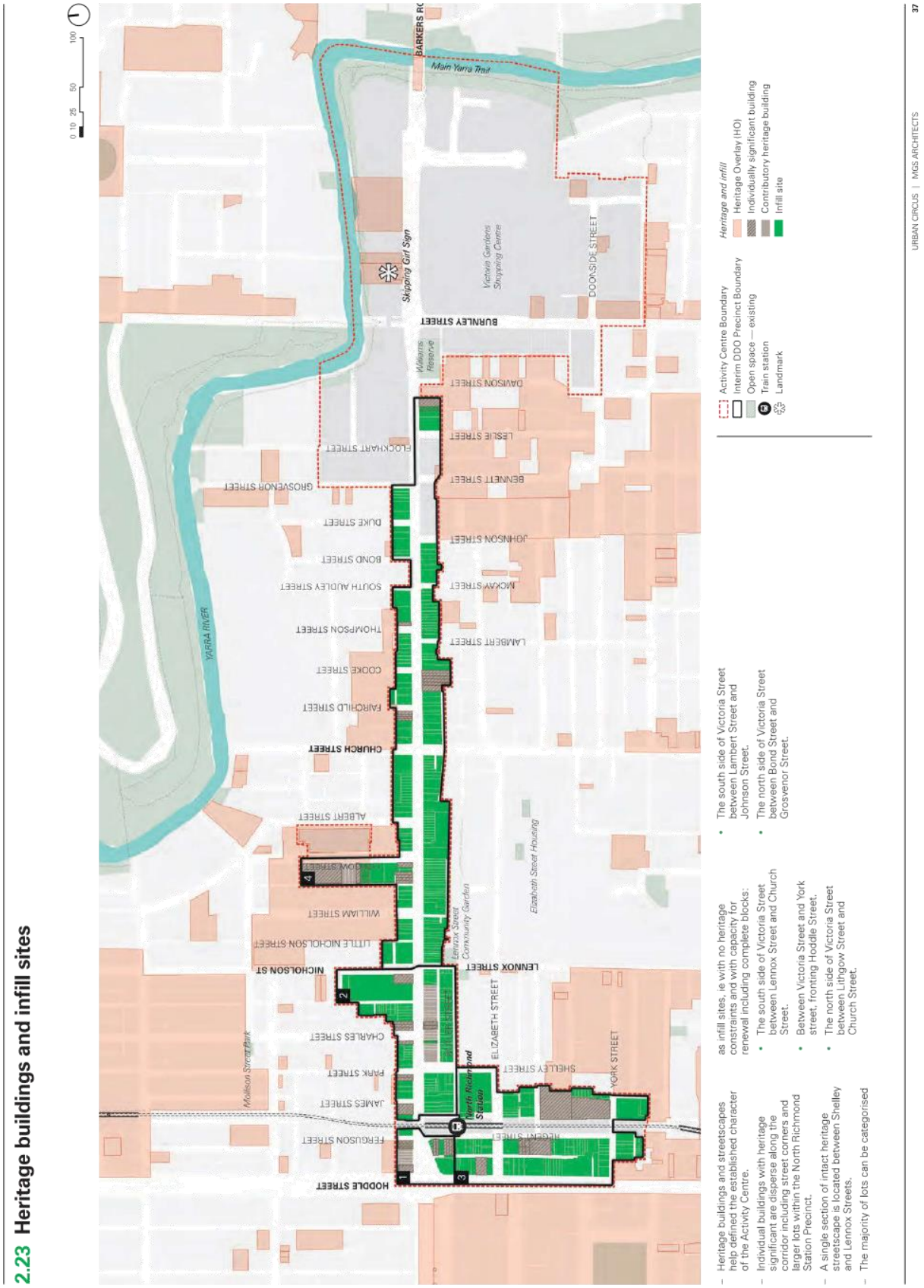
Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

2.22 Residential interfaces



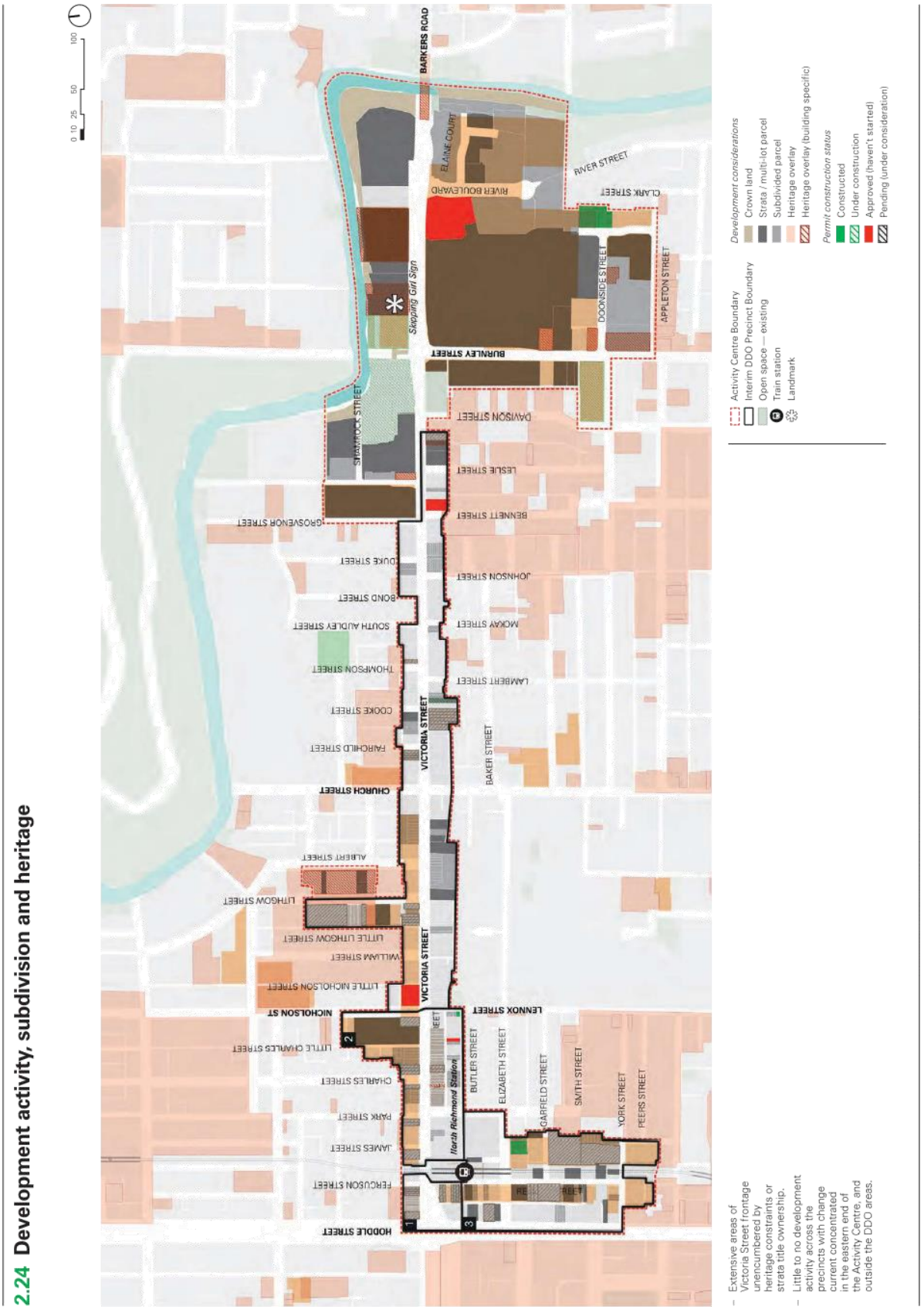
- The area subject to the Interim DDO has sensitive residential interfaces to both the north and south of the centre. In these locations built form transitions need to be managed so as to provide appropriate change in scale.
- Predominantly laneway residential interfaces along the corridor.
- Consideration of heritage overlays is also a factor in review heights and rear interface controls.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

2.24 Development activity, subdivision and heritage



- Extensive areas of Victoria Street frontage unencumbered by heritage constraints or strata title ownership.
- Little to no development activity across the precincts with change current concentrated in the eastern end of the Activity Centre, and outside the DDO areas.

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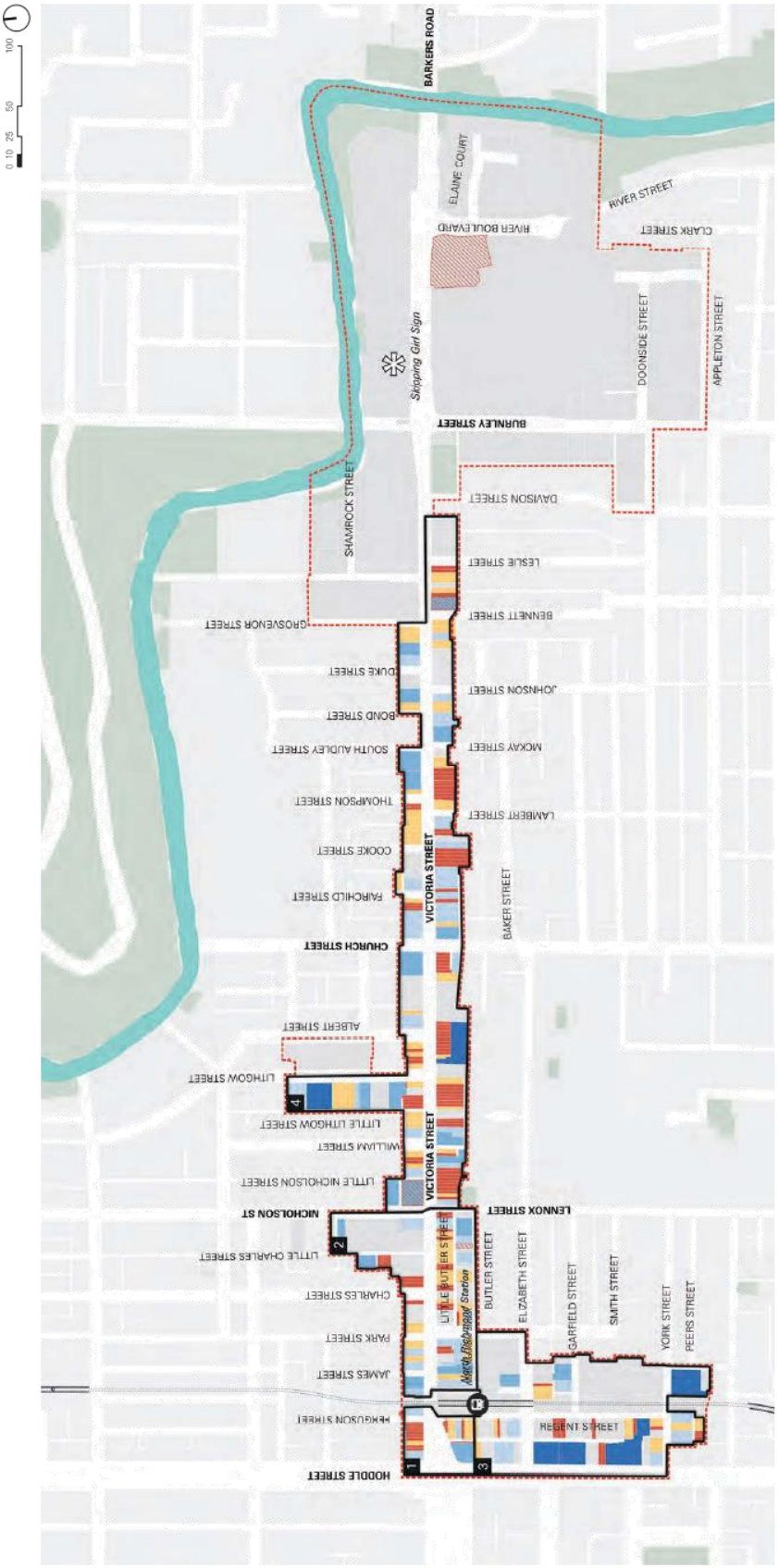
2.25 Indicative Development potential



- Generally, narrow lot widths (4-5m) and ownership fragmentation a key challenge for future renewal of Victoria Street
- Precinct 1: Limited potential for change. There is a need to query the potential of the corner gateway sites.
- Precinct 2: Several development opportunities on Butler Street and North Richmond Station, limited on Victoria Street.
- Precinct 3: Several large sites but generally this precinct has been developed or subdivided so there appears to be less potential than initially assessed.
- Precinct 4: There is substantial opportunities west of Church Street that would align with renewal of North Richmond housing precinct.

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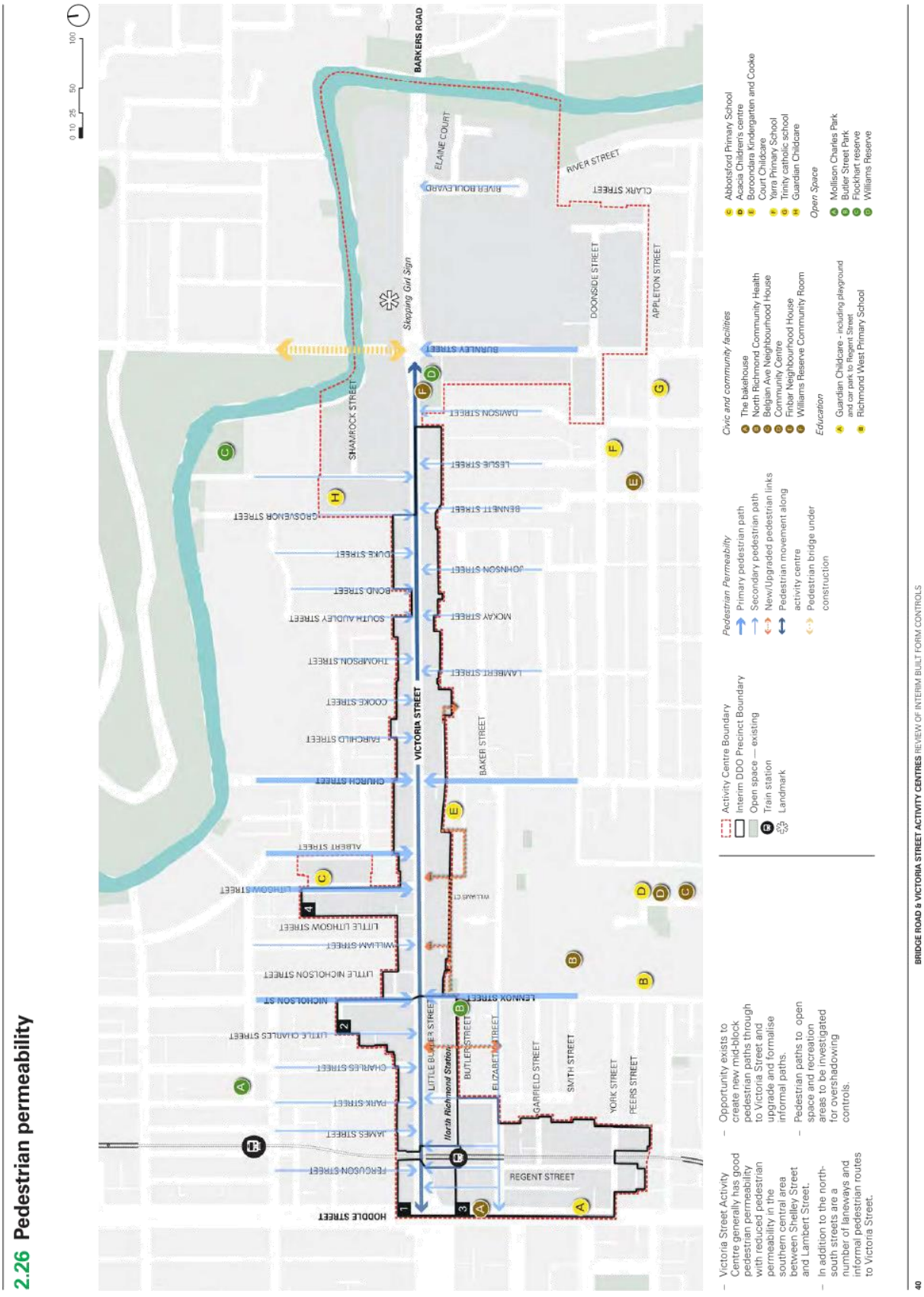

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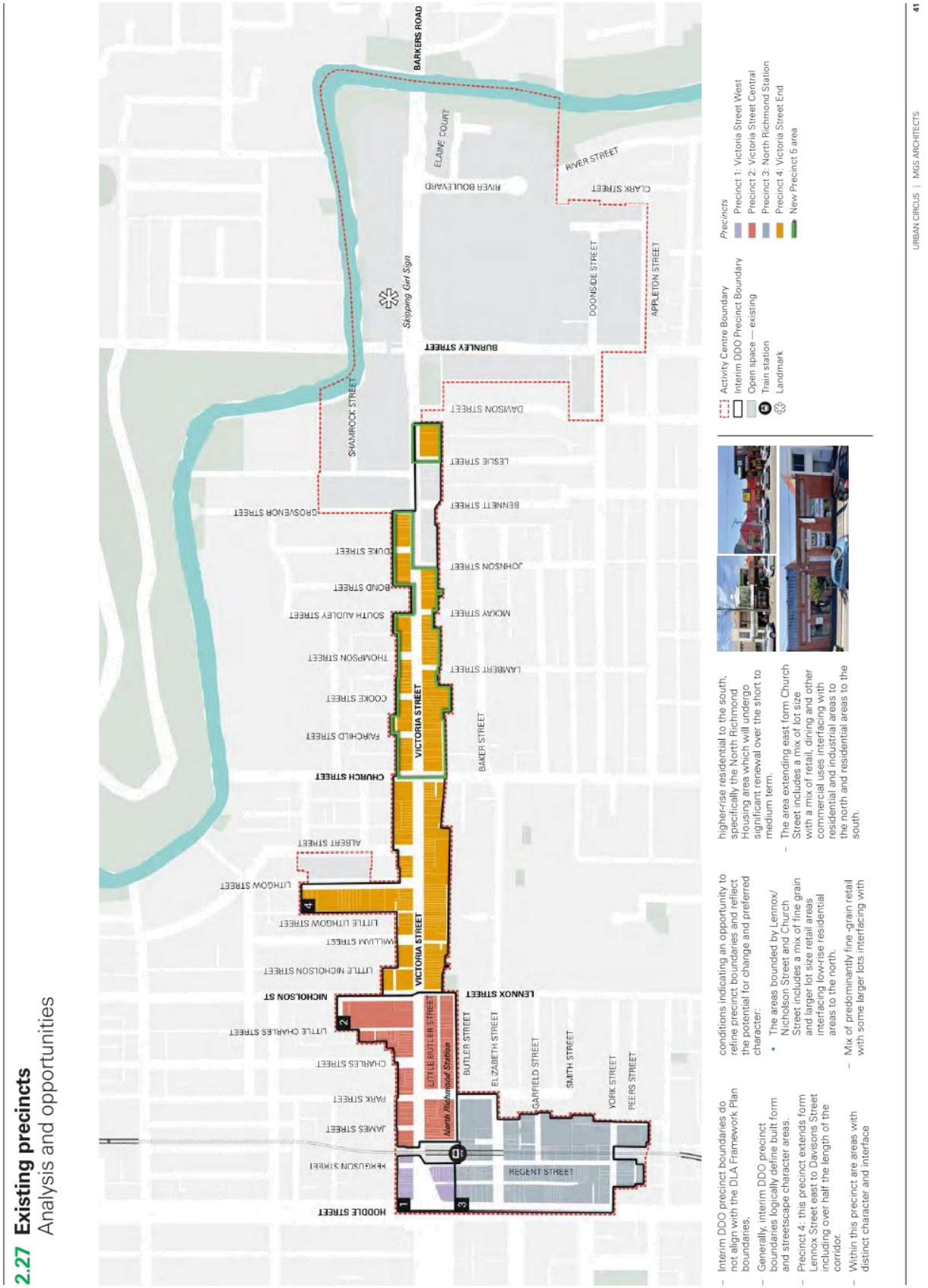

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

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3.1 Overview

This section undertakes a review of built form framework underpinning the interim controls for both activity centres and provides recommendations for change.

Major Activity Centres (MACs) in the City of Yarra are principally corridor-based centres structured along historical turn-of-the-century retail streets. While each street is distinctive in its character and land use, the underlying urban structure is broadly consistent across these centres, notably the 'high street' typology of linear east-west, or north-south commercial streets largely interfaced by lower scale residential areas. These centres are:

- Swan Street, Richmond (Interim DDO17, Adopted DDO25, 26, 27 and 28)
- Bridge Road, Richmond (Interim DDO21)
- Victoria Street, Richmond (Interim DDO22)
- Smith Street, Collingwood/Fitzroy (Proposed interim DDO30, 37 and part of DDO36)
- Brunswick Street, Fitzroy (Proposed interim DDO29, 33 and 34)

The general urban design principles for these centres include:

- Retaining the high heritage value of heritage buildings and the 'high street' streetscape through building height, street wall height and setback requirements.
- Identifying preferred areas of change based on land-use, lot size and heritage characteristics.
- Protecting sunlight access to specific footpaths.
- Maintaining views to landmarks from specific locations.
- Managing the impacts of vehicles and car parking to laneways and to secondary side streets.
- Providing a transition in height and interfaces to adjoining residential neighbourhoods at the peripheries.

There is an opportunity for the permanent controls to integrate lessons from the Panel report for Swan Street to apply a consistent and integrated approach while allowing for flexibility to respond to particular contexts of each centre.

The recommendations set out in this report have sought to align the structure of the permanent controls, where appropriate, with recently approved and proposed DDOs in City of Yarra.

List of recommendations

Recommendation 1: Council to review and refine definitions, where appropriate, with recently approved and proposed DDOs in City of Yarra.

Recommendation 2: Amend building heights in specific locations to align with updated precinct objectives and requirements and with recent heritage analysis.

Recommendation 3: Retain current street wall height and setback requires with revisions, and consolidate street wall and setback requirements into a table of interfaces by relevant section diagrams and indicated on precinct plans.

Recommendation 4: Retain "blue" interface (as Interface A) with amendments to typology to clarify the mandatory requirements and introduce a recessive uppermost level requirement for taller buildings.

Recommendation 5: Retain "aqua" interface (as Interface B) with amendments to align heritage requirements with interface A.

Recommendation 6: Retain "orange" interface (as Interface C) with amendments to apply a consistent 6 metre upper level setback as a preferred requirement.

Recommendation 7: Consolidate "red" and "brown" interfaces (as Interface D) with amendments for areas of change. Recommendation 8: Retain "yellow" interface (as Interface E) with amendments and typology and widen its application on narrower streets.

Recommendation 9: Retain "green" interface (as Interface F) with amendments.

Recommendation 10: Retain "light pink" interface (as Interface G) with amendments to provide a greater upper level setback to preserve the integrity of low rise heritage dwellings at the street frontage.

Recommendation 11: Retain the direct abuttal and laneway interfaces to residential zoned properties (as Interface H) with no amendments.

Recommendation 12: Define new non-residential laneway interface (as Interface I) with a preferred 4.5m upper level setback from the laneway centreline.

Recommendation 13: Retain and integrate transition requirements into interface requirements, and introduce a guideline to address corners with different street wall heights.

Recommendation 14: Retain and revise interim building separation requirements to better align with precinct design objectives.

Recommendation 15: Retain overshadowing controls and expand its application (including duration and new areas of protection).

Recommendation 16: Retain mandatory views to landmarks controls and align building heights with the protection of key views.

Recommendation 17: Reschedule 'building design' requirements under ' design quality and architecture with minor amendments.

Recommendation 18: Delete heritage building design requirements (addressed under separate clause).

Recommendation 19: Introduce 'street activation and passive surveillance' requirements.

Recommendation 20: Retain and strengthen vehicular access requirements with Movement and Access Plans.

Recommendation 21: Introduce new pedestrian and bicycle access requirements.

Recommendation 22: Apply the wind impacts requirements from the updated Better Apartment Design Standards to commercial buildings above 5 storeys.

3.2 Definitions

Recommendation 1: Council to review and refine definitions, where appropriate, with recently approved and proposed DDOs in City of Yarra.

The interim controls do not provide a definition for a heritage building which would create significant issues with the application of heritage-related requirements. As such, there is a need for a consistent definition for a heritage building to ensure that heritage-related requirements are consistently understood and applied, particularly in relation to height, street wall, setback requirements.

The permanent controls should seek to achieve a degree of consistency in the terminology across activity centres in the City of Yarra. There is an opportunity to adopt definitions used in the recently adopted Queens Parade DDO16 (C231yara) and the forthcoming Swan Street DDOs (C191yara).

Proposed changes to definitions

Table 1 New and revised definitions adapting elements from recent DDOs in City of Yarra.

Term	Interim DDO	Proposed	Rationale
Heritage building	*None provided.*	Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant. *(GJM Heritage)*	*The definition gives force to heritage specific requirements in the proposed controls.*
Parapet height *(C191yara)*	Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.	*Retain with no changes.*	—
Street wall *(C231yara)*	Street wall is the façade of a building at the street boundary. Street wall height is measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge, with the exception of architectural features and building services.	Street wall means the façade of a building at the street boundary, **or if the existing heritage building is set back from the street boundary, the front of the existing building.** *(C231yara)*	*This definition recognises the variance in setback from the street boundary, this is particularly relevant where heritage buildings are retained.*
Street wall height	*Embedded in street wall definition.*	Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge **or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.** *(C191yara)*	*This definition recognises the variance in setback from the street boundary, this is particularly relevant where heritage builders are retained.*
Upper level	Upper level means development above the height of the street wall.	*Retain with no changes.*	—
Upper level setback	*None provided.*	Upper level setback means the setback of the upper level measured from the street wall of the building.	*This definition clarifies that the upper level setback applies from the street wall of the building, in the case of a heritage building if it is setback from the street, it would apply from that point onwards. For example, where an existing heritage building is set back 3 metres from the street, a 7 metre upper level setback would apply from 3 metres, resulting in a combined 10 metre upper level setback if measured from the property boundary.*
Laneway	*None provided.*	Laneway means a road reserve of a public road 9 metres or less wide.	*The definition gives force to laneway requirements in the proposed controls.*
Public realm	*None provided.*	Public realm means all streets and spaces open to the public but does not include laneways. *(C191yara/C231yara)*	*The definition clarifies the definition of the public realm for each precinct's objectives.*
Shared zone	*None provided.*	Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway. *(C191yara)*	The definition gives force to vehicular access requirements in the proposed controls.

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3.3 Mandatory provisions

There is general support for the selective application of mandatory provisions in Victorian Planning Schemes. While Victorian planning schemes are largely premised on a performance-based approach to planning that allows for discretion as to how specified objectives are achieved, mandatory provisions are supported where there are *exceptional circumstances*, this includes heritage and significant physical features such as including views to landmarks, however, this needs to be supported by robust, comprehensive and current strategic work.

The interim DDOs apply mandatory provisions:

- in locations with intact heritage streetscapes and stand alone heritage buildings.
- in locations with a sensitive interface to low scale residential areas.
- in locations where topography increases the sensitivity of residential interfaces, i.e. Richmond Hill.
- to protect the footpaths of designated streets and spaces from overshadowing.
- to protect views to landmarks from defined locations.

This is consistent with the description of exceptional circumstances as provided in *Planning Practice Note 60: Height and setback controls for activity centres (DELWP, 2015)*. It is proposed that these mandatory provisions in the interim DDOs are retained in permanent controls with improved clarity on requirements. However, the mandatory building heights in the interim controls have not been comprehensively tested through 3D modelling.

This report seeks to strengthen the strategic justification for the continued application of mandatory provisions with robust and comprehensive 3D testing to ensure alignment between heights, setbacks with the retention of heritage, overshadowing, and views to landmarks requirements.

Where locations have been refined, the rationale for changes in application are outlined in the precinct plans (Section 4 and Section 5).

3.4 Building heights
Proposed changes

Recommendation 2: Amend building heights in specific locations to align with updated precinct objectives and requirements and with recent heritage analysis.

The interim controls specify building heights that largely support a mid-rise character in both centres with heights ranging between 4 storeys (15 metres) to 12 storeys (40 metres) with lower built form at the interfaces down to 2 to 3 storeys (11 metres). In principle, these heights are appropriate with regard to achieving the current centre-wide design objectives. The primary issue

It should be noted that the interim controls generally adopt a 'block-by-block' approach rather than a site-specific 'lot-by-lot' approach. This has the advantage of accounting for greater development opportunities if lots are consolidated. However, it should be recognised that lot width remains a key factor even if lots are consolidated due to very narrow widths.

The interim heights have been reviewed, and amended in specific locations, through sections and 3D modelling to ensure heights in each precinct:

01 Reflect achievable height outcomes with regard to lot depth, and to a lesser extent width, with lower heights on shallow sites due to upper level setbacks and residential interfaces.

02 Respond to heritage design objectives for each precinct to maintain the visual prominence of heritage streetscapes and heritage buildings.

03 Respond to sensitive residential interfaces with regard to visual bulk, overshadowing.

04 Align with updated overshadowing requirements.

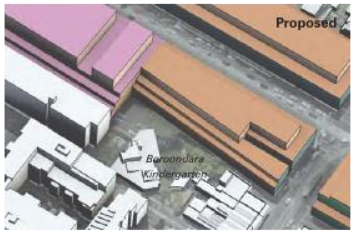
05 Align with updated views to landmarks requirements.

06 Align with mandatory provisions outlined in 3.2 where applicable.

The extent and specific locations amended building heights, including mandatory heights, are outlined in Section 4 and 5 of this report.

Testing outcomes through 3D modelling

01 Achievable height outcomes

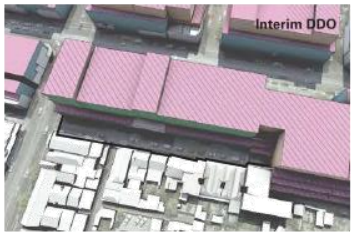


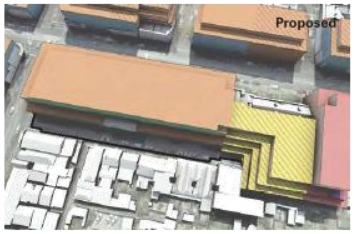
Reduced height (from 24m to 18m) to align with achievable height outcomes where lot characteristics (such as depth) constrain building heights. The rest of the block was also reduced to maximise sunlight access Boroondara Kindergarten. Example from Victoria Street Precinct 4 (south side of Victoria Street) on the corner of Victoria Street and Church Street.

02 Heritage

Reduced height (from 21m to 18m) combined with a recessive upper most level ensures that the existing heritage street wall remains the dominant element in the streetscape. Example from Bridge Road Precinct 1 (south side of Bridge Road) between Lennox Street and Church Street.

03 Sensitive residential interfaces





Reduced height (from 21m to 18m) to ensure sunlight access to frontyards of residential properties on Eureka Street. Example from Victoria Street Precinct 5 (south side) on Victoria Street with an interface to Eureka Street.

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04 Overshadowing

Reduced height (from a preferred 24m to mandatory 18m) to reduce overshadowing to the south while supporting development on shallower lots through a reduced upper level set back to Lennox Street. Example from Victoria Street Precinct 4 (south side) between Lennox Street and Church Street.

05 Views to landmarks requirements

Reduced height (from a preferred 18m to mandatory 15m) to retain views to the spire and belfry of St Ignatius' Church. Example from Bridge Road Precinct 3, view to St Ignatius' Church from Citizens Park.

06 Mandatory heights

Heights reduced align with mandatory criteria to retain the prominence of the heritage building at 488-496 Victoria Street. Example from Victoria Street Precinct 5.

3.5 Street wall height and setbacks
Proposed changes

Recommendation 3: Retain current street wall height and setback requires with revisions*, and consolidate street wall and setback requirements into a table of interfaces by relevant section diagrams and indicated on precinct plans.

**Revisions to specific interfaces are outlined in the following pages.*

Purpose of street wall height and setback requirements

Street wall height and setback requirements play an integral role in both maintaining the visual prominence of heritage and fine-grain streetscapes and supporting development where a new streetscape character is sought. In principle, the interim controls largely mandate a maximum street wall height of 11 metres (3 storeys) with a taller street wall of 15 metres (4 storeys) permitted in areas with high development potential.

This is an appropriately balanced approach that ensures that upper level development does not overwhelm heritage buildings, heritage and fine-grain streetscapes that are a defining feature of Bridge Road and Victoria Street while allowing for a taller new consistent street edge in areas of change.

Interim controls — key issues

Issue	Proposed response
Mandatory requirements — Lack of clarity on mandatory and preferred requirements relating to heritage. For example with regard to the 'blue' interface on the Building Heights and Setbacks Plans in the interim DDOs. For example, is both the retention of the heritage frontage and the 6 metre upper level setback mandatory, or just the later?	— Clearly distinguish mandatory setback and preferred setback requirements in a table of interfaces, accompanied by relevant section diagrams and indicated on precinct plans.
5m vs 6m — Varying setbacks of 5 and 6 metres may potentially result in a varied streetscape outcome with abrupt changes in upper level forms where both are applied, particularly as there is discretion to further reduce setback from 5 metres.	— Adopt a consistent approach to heritage with a mandatory minimum 6 metre upper level setback for intact heritage streetscapes and stand alone buildings. However, a preferred minimum 3 metre upper level setback should be applied to side streets, or corners with out a return to allow greater discretion at these interfaces.
'Sight-line' requirements — Potential conflicts arising from overlapping requirements between Building Heights and Setback Plans and the sight line requirements, i.e. the 'one-quarter, three-quarter' rule.	— Remove sightline requirements and replace with a minimum 6 metre upper level setback to align with the approach undertaken in Swan Street. This is simpler approach that could potentially result in improved outcomes such as greater consistency in the streetscape, as noted in the Panel report for Swan Street. The removal of these requirements have been tested through section diagrams that demonstrate that the proposed mandatory height and setback controls would satisfy the sight-line requirements. — This removal would be paired with the introduction of an uppermost level setback requirement for taller buildings to recess the uppermost level by a additional 3 metres.
Side streets — Inconsistent approach in treatment of side streets in interim DDOs. A 5 or 6 metre upper level setback is applied to the majority of side streets which would constrain development of narrower corner lots. In some instances, no setbacks are required, such as Tullo Place. — A separate issue is the lack of clarity on how this would relate with laneway requirement under building separation (particularly in the absence of a definition for a laneway). Logically, the 'yellow' interface could be applied widely and consistently to better support development of lot corners and along narrower streets.	— Adapt the Swan Street (C191yara) approach in the application of this interface.
Laneways — Interim DDOs address upper level setbacks on laneways within or interfacing commercial or mixed use zoned land through the building separation requirements. At a minimum, this would require a 3 metre setback where a commercial or non-habitable window is proposed. This could result in varying separation distances within laneways ranging from 6 metres to 9 metres for buildings up to 21 metres in height. — Further variance in this upper level setback to laneways would potentially be created by taller buildings (>21m) on wider sites as a result of the 1/6 lot width requirement. For example, for buildings >21m in height on wide lot, this would require a significant setback from the laneway centreline (i.e. 10m for 60 metre wide site). This would consequently reduce development potential through reduced floorplates at sideages and to laneways whilst providing limited additional benefit with regard to internal amenity. *NOTE: 3D modelling of the interim controls do not reflect this outcome as a limitation.* — In the absence of a maximum street wall height for laneways, this could allow for blank walls up to 21m (6 storeys) within laneways which result in poorer amenity outcomes.	— Remove laneway requirements under building separation and introduce a new laneway interface with a simple 4.5 metre upper level setback requirement and a maximum street wall height of 11 metres.
Street wall and setback transitions — The interim DDOs contain requirements for infill sites for a 6 metre upper level setback for a distance of 5 metres adjacent to a heritage buildings. This requirement should be retained, however, this is likely to result in suboptimal outcomes in instances where 3 metre upper level setback would abruptly transition to 6 metres such as Precinct 3 in Victoria Street. This is also supported by a mandatory requirement for infill sites to match the parapet height of the adjoining taller heritage building. In principle, both requirements are appropriate and should be retained with minor amendments to better moderate transitions. — A key gap in the interim DDOs is the lack of transition control on corners where there are two different street wall heights nominated.	— Adjust interfaces for areas of change to improve transition to adjacent heritage buildings in these locations. — New requirement to address transitions on corner sites with two differing street wall heights.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Street wall height and setbacks

Interface A and B

Recommendation 4: Retain "blue" interface (as Interface A) with amendments to typology to clarify the mandatory requirements and introduce a recessive uppermost level requirement for taller buildings.

Purpose

This interface is applied to intact heritage streetscapes to ensure that heritage remains the predominant element in the street, and to stand alone heritage buildings to preserve the integrity of heritage buildings in areas of change. It should be noted that the mandatory upper level setback will apply to all buildings, including other buildings on infill sites.

Key changes:

- *Mandatory 6 metre upper level setback:* A mandatory upper level setback of 6 metres for all buildings ensures a consistent upper level recession for heritage streetscapes and heritage buildings. This supports the retention of the street frontage of heritage buildings and its three-dimensional form within this distance. This distance also reflects the typical depth of the front room of heritage buildings and front chimneys.
- *Minimum street wall height:* A minimum street wall height of 8 metres for other buildings to ensure that new built form responds to its immediate heritage context and discourage single storey infill buildings within a two storey streetscape.
- *Recessive uppermost level:* For buildings with an overall maximum height greater than 15m, the uppermost level should be setback 9 metres from the street to minimise upper level bulk and reinforce heritage as the dominant element in the streetscape when viewed from the street. This partially replicates the outcomes of the sight-line requirements in the interim DDOs.

Interim

Retain heritage frontage or 11m street wall (where there is no heritage frontage) with a 6m setback above. (Mandatory for individually significant buildings and significant heritage streetscapes)

Proposed

A Heritage (6m setback)

	Mandatory requirement	Preferred requirement
Street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Street wall setback	Retain existing street wall setback for heritage buildings.	0m.
Upper level setback	6m minimum.	For buildings >15m, the uppermost level should be setback 9m minimum.

Recommendation 5: Retain "aqua" interface (as Interface B) with amendments to align heritage requirements with interface A.

Purpose

This interface is applied to provide an increased setback in intact heritage streetscapes, and stand alone buildings, where greater height is permitted such as the northern side of Bridge Road between Lennox Street and Church Street.

Key changes:

- *Mandatory requirements:* Clarify the retention of the existing street wall height for heritage buildings as a mandatory requirement to mirror the requirements of Interface A. This ensures a consistent approach to retaining heritage streetscapes and buildings as the interim controls street wall height controls are discretionary despite the presence of heritage buildings (where it is applied).
- *Minimum street wall height:* Refer to Interface A above.

Interim

Retain heritage frontage or 11m street wall (where there is no heritage frontage) with a 13m setback above

Proposed

B Heritage (13m setback)

	Mandatory requirement	Preferred requirement
Street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Street wall setback	Retain existing street wall setback for heritage buildings.	0m.
Upper level setback		13m minimum.

Street wall height and setbacks

Interface C and D

Recommendation 6: Retain "orange" interface (as Interface C) with amendments to apply a consistent 6 metre upper level setback as a preferred requirement.

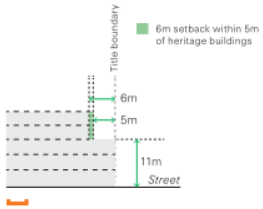
Purpose

This interface should be applied on 20m wide streets (such as Victoria Street and Green Streets) without an intact heritage streetscape. In areas of change permitting a taller built form outcome, this interface is applied to narrower streets where a preferred 6 metre setback would be more appropriate outcome (compared with 3 metres) such Precinct 3 in Victoria Street. This would allow for discretion on upper level setbacks while seeking to retain a consistent street wall height and upper level setback within precincts.

Key changes:

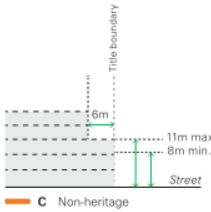
— *Preferred 6 metre upper level setback:* Increase from 5 metres to 6 metres to ensure greater potential for consistency in the streetscape, particularly in locations where both orange and blue interfaces are applied.

Interim



11m street wall with a 5m setback above (except within 5m of a heritage property, where a 6m preferred setback is required)

Proposed



C Non-heritage

	Mandatory requirement	Preferred requirement
Street wall height		Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Street wall setback		Retain existing street wall setback for heritage buildings. 0m.
Upper level setback		6m minimum.

Recommendation 7: Consolidate "red" and "brown" interfaces (as Interface D) with amendments for areas of change.

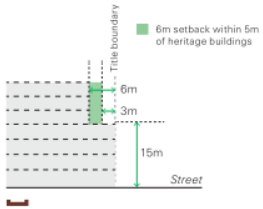
Purpose

This interface should be applied to areas of change to optimise development potential by allowing for an additional storey at the street wall with a preferred 4.5 metre upper level setback.

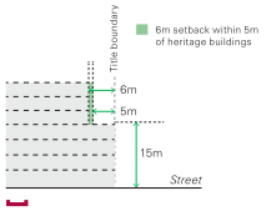
Key changes:

— *4.5 metre upper level setback instead of 3 metres:* A preferred upper level setback of 4.5 metre for other buildings provides an improved transition to heritage buildings where a 6 metre upper level setback is provided. This will reduce abrupt changes in upper level setbacks from 3m to 6m as currently permitted in the interim controls and ensure a more consistent character along the length of both corridors. In addition, pending dimensions of footpaths in Victoria Street to test overshadowing, a 4.5 metre would align with the proposed overshadowing controls better than a 3 metre setback.

Interim

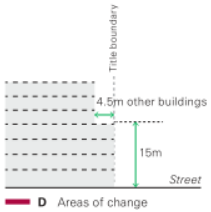


15m street wall with 3m setback above (except within 5m of a heritage property, where a 6m preferred setback is required)



15m street wall with 5m setback above (except within 5m of a heritage property, where a 6m preferred setback is required)

Proposed



D Areas of change

	Mandatory requirement	Preferred requirement
Street wall height		15m maximum.
Street wall setback		0m.
Upper level setback		4.5m minimum.

Street wall height and setbacks
Interface E and F

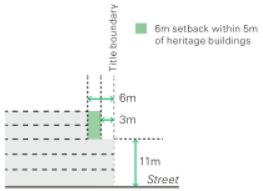
Recommendation 8: Retain "yellow" interface (as Interface E) with amendments and typology and widen its application on narrower streets.

Purpose
This interface is applied on narrower side streets and local streets, to support development outcomes for both heritage buildings and infill sites. A preferred 6 metre upper level setback for heritage buildings ensures consistency with regard to heritage buildings while a reduced setback of 3 metres seeks to support infill development on street corners and narrower streets.

Key changes:

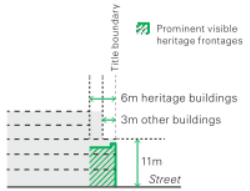
— *Preferred 6 metre upper level setback for heritage buildings:* A preferred minimum upper level setback of 6 metres is required for heritage buildings. This ensures a consistent approach is taken for heritage buildings by establishing 6 metres as a clear expectation for all heritage buildings.

Interim



11m street wall with 3m setback above (except within 5m of a heritage property, where a 6m preferred setback is required)

Proposed



E Side Street

Mandatory requirement	Preferred requirement
Street wall height	Retain existing street wall height for heritage buildings. 11m maximum for other buildings.
Street wall setback	Retain existing street wall setback for heritage buildings.
Upper level setback	6m minimum for heritage buildings. 3m minimum for other buildings.

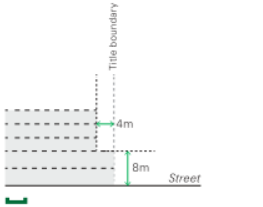
Recommendation 9: Retain "green" interface (as Interface F) with amendments.

Purpose
This interface is applied to Eureka Street and Stawell Street, where there is a street interface to lower scale residential lots, to provide an appropriate transition down in scale and height to these areas.

Key changes:

— *Consolidated 4m and 5m setback to 4.5m:* The current interim DDOs apply different setbacks for the same colour interface. 4m in Victoria Street (Interim DDO22) and 5m in Bridge Road (Interim DDO21). This is a arbitrary outcome that should be simplified with a 4.5m setback. There is also a conceptual simplicity in using consistent increments of 1.5 or 3 metres for the setback and building separation requirements, i.e. 3.0/4.5/6/9 metres. It should be noted that as a preferred requirement, a 4 metre or 5 metre setback could be provided subject to a design response to context.

Interim



8m street wall with 4/5m setback above (except within 5m of a heritage property, where a 6m preferred setback is required)

Proposed

F Residential Street

Mandatory requirement	Preferred requirement
Street wall height	8m maximum.
Street wall setback	None specified.
Upper level setback	4.5m minimum.

Street wall height and setbacks

Interface G & H

Recommendation 10: Retain "light pink" interface (as Interface G) with amendments to provide a greater upper level setback to preserve the integrity of low rise heritage dwellings at the street frontage.

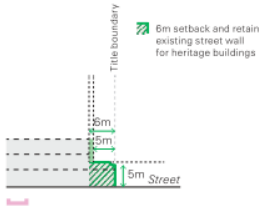
Purpose

This interface is applied to portions of streets with lower scale residential heritage buildings in the Victoria Street activity centre at 2-14 Regent Street, 25-33 Lithgow Street (HO339) and 316 Victoria Street (HO289), and 318-326 Victoria Street (HO290).

Key changes:

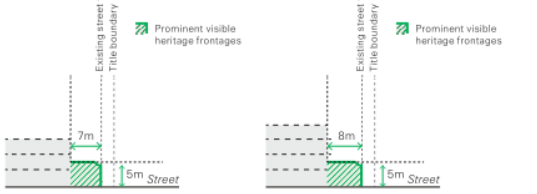
— *Increased upper level setback:* The upper level setback has been increased by 1 to 2 metres to ensure that the primary form of heritage buildings are retained along with visible features such as roofs and chimneys. A 7 metre setback applies to 2-15 Regent Street, and 25-33 Lithgow Street. A 8 metre setback applies to 316-326 Victoria Street. This variance in the setback is resolved by individual DDO schedules for each precinct.

Interim



11m street wall with 3m setback above (except within 5m of a heritage property, where a 6m preferred setback is required)

Proposed



	Mandatory requirement	Preferred requirement
Street wall height	Retain existing street wall height for heritage buildings.	Match the parapet or roof height of the adjacent heritage building for other buildings.
Street wall setback	Retain existing street wall setback for heritage buildings.	Match heritage street wall setback for other buildings (6-8 Regent Street).
Upper level setback	7m minimum for heritage buildings. 8m minimum for 316-326 Victoria Street (via separate DDO)	7m minimum for other buildings.

Recommendation 11: Retain the direct abuttal and laneway interfaces to residential zoned properties (as Interface H) with no amendments.

Purpose

This interface is applied on narrower side streets and local streets, to support development outcomes for both heritage buildings and infill sites. A preferred 6 metre upper level setback for heritage buildings ensures consistency with regard to heritage buildings while a reduced setback of 3 metres seeks to support infill development on street corners and narrower streets.

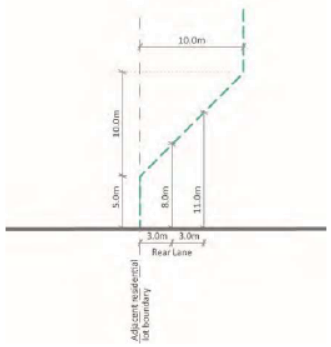
Comments (no changes):

— *Preferred 6 metre upper level setback for heritage buildings:* A preferred minimum upper level setback of 6 metres is required for heritage buildings. This ensures a consistent approach is taken for heritage buildings by establishing 6 metres as a clear expectation for all heritage buildings.

Interim / Proposed (no change)

	Mandatory requirement	Preferred requirement
Street wall height		Development should be setback in accordance with Figure 1
Street wall setback		Development should be setback in accordance with Figure 1
Upper level setback		Development should be setback in accordance with Figure 1. Development should minimise stepped form.

Figure 1 – Setback for interface with Residential Zoned Land



Street wall height and setbacks

Interface I and transitions

Recommendation 12: Define new non-residential laneway interface (as Interface I) with a preferred 4.5m upper level setback from the laneway centreline

Purpose

This interface is applied to non-residential laneways to create a consistent street wall character in laneways with a minimum of 9 metre building separation between upper level development on adjacent sites along the laneway.

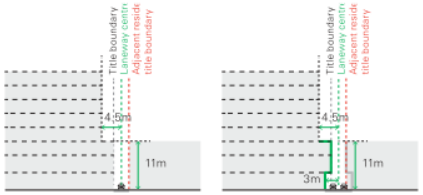
Key changes:

— *4.5m upper level setback:* The current interim DDOs address upper level setbacks on laneways within or interfacing commercial or mixed use zoned land through building separation requirements. At a minimum, this would require a 3 metre setback where a commercial or non-habitable window is proposed. This could result in varying separation distances at these interfaces ranging from 6 metres to 9 metres for buildings up to 21 metres in height. In addition to this, further variance in this upper level setback would be created by taller buildings (>21m) on wider sites as a result of the 1/6 lot width requirement. It should be noted that 3D modelling of the interim controls do not reflect this outcome as a limitation.

Interim

Addressed in building separation requirements (refer to "Building separation" on page 54 for an analysis of issues with this approach).

Proposed



Mandatory requirement	Preferred requirement
Street wall height	11m maximum.
Side/rear wall setback	None specified. Where there is a setback at ground level to allow for building services and access, this should be applied up to a minimum height of 4 metres to allow for emergency vehicular access (4.5m preferred).
Upper level setback	4.5m from the laneway centreline.

Recommendation 13: Retain and integrate transition requirements into interface requirements, and introduce a guideline to address corners with different street wall heights.

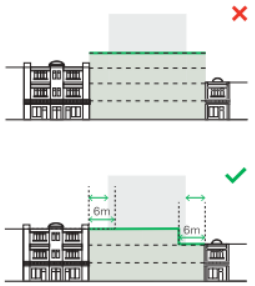
Purpose

The current transition requirements seek to maintain the visual prominence of heritage buildings within the streetscape, whereas the additional requirement for buildings to 'turn the corner' seeks to address the need to transition down to a lower street wall along the side street where there are two different street wall heights.

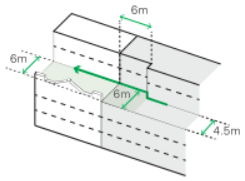
Key changes:

— *6m measure for heritage transitions (from 5m) to align with Interface A and C.*

Interim and proposed (retain with minor changes)

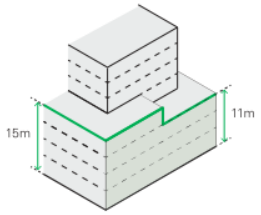


Match the parapet height of the adjoining heritage building for a minimum length of 6 metres from the heritage building.



Match the upper level setback of the adjoining heritage building for a minimum length of 6 metres from the heritage building.

Proposed addition



'Turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

3.6 Building separation
Proposed changes

Recommendation 14: Retain and revise interim building separation requirements to better align with precinct design objectives

Purpose of building separation

Building separation refers to a setback from a common boundary that is applied to upper levels across the full length of the common boundary (i.e. party walls).

This seeks to ensure that adequate distance is provided between buildings with the purpose of:

— Providing equitable sunlight access and daylighting to windows and habitable rooms within existing buildings and to future development on adjoining lots.

— Ensuring appropriate levels of privacy and minimising the need for screening.

— Maximising outlook from within buildings.

However, taller buildings require greater separation to achieve these outcomes and to:

— Manage off-site amenity impacts resulting from their greater form.

— Reduce their visual impact on the lower scale street wall.

— Clearly distinguishing higher built form as distinct vertical projections along the street, avoiding the cumulative effect of narrowly spaced adjacent development forming a 'wall' of upper storey form.

Interim controls — key issues

The interim controls outline different setback requirements that are dependent on use. For example, a setback of 4.5 metres applies where a habitable window or balcony window faces the common boundary and a reduced setback of 3.0 metres applies to commercial or non-residential windows

These requirements are appropriate with regard to achieving internal amenity outcomes as they would ensure a 9.0 metre separation between habitable windows or balconies.

However, taller buildings require full separation from the full length of the common boundary in order to provide views to the sky between buildings, higher quality internal amenity outcomes with regard with daylight access and outlook from within buildings and result buildings outcomes that are design 'in the round'. The key issues with the approach undertaken in the interim DDOs with taller buildings include the following:

— The measure of the 'one-sixth lot width' requirement appears to premise equitable development principles to support taller development on narrow sites by requiring greater separation to be provided on wider sites. While this achieves adequate separation on developable lots, it may result in inadequate separation between upper levels if adjacent sites of 20m in width are developed as this would result in 6.7 metres of separation.

— The requirement would only require separation to the portion above 21 metres. This would allow for party walls to be built up over 21 metres (6 storeys) on wide sites which may result in the formation of 6 storey upper-level wall contributing to visual bulk and a 'canyon' effect along the street with limited views to the sky between buildings and reduced sunlight penetration to the street. Furthermore, this is likely to increase the amount of tall blank walls on side elevations as sites are developed over time. Where the adjacent site has limited development potential, this will result in a poor outcome.

— The laneway control, which establishes the centre of the laneway as the 'common boundary' for the purposes of setbacks results in the amenity of the laneway being dependent upon the adjacent uses, with 3 metre setbacks from the centre of the laneways if commercial uses were to front either side, this could result in no setbacks at all to the laneway - a sub-optimal amenity outcome. Rationalising this control to ensure a minimum acceptable outcome is recommended. Furthermore, this control does not define a maximum street wall height which would allow for excessively tall street wall heights if there are no windows proposed.

Proposed changes to building separation

Term	Interim DDO	Proposed	Rationale
Building separation ≤21m	Where development shares a common boundary, upper level development must: — be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed; — be setback a minimum of 3.0m from the common boundary where a commercial or non habitable window is proposed.	Where development shares a common boundary and no interface is shown on plan, upper level development should: — for buildings up to 21 metres (6 storeys), be set back a minimum of 4.5 metres from the common boundary where a habitable window or balcony is proposed. — for buildings up to 21 metres (6 storeys), be setback a minimum of 3.0 metres from the common boundary where a commercial or non-habitable window is proposed.	The proposed changes represent a refinement of the interim controls. The proposed changes maintain the interim setbacks of 4.5m and 3.0m to common boundaries with habitable and non-habitable windows respectively, with the specific mention of applying to buildings up to 21 metres providing clarity on application.
Building separation where there is a laneway separating adjacent sites	Where the common boundary is a laneway, the setback is measured from the centre of the laneway.	**DELETE.** Reference to laneway frontages have been removed from this control and are incorporated into controls governing interfaces to avoid overlap (Recommendations 11 & 12)	A laneway should be considered as a street interface for clarity, alongside the residential interface for laneways. Identifying these interfaces on a plan offers greater immediate clarity on whether it is a residential or non-residential interface. An alternative approach is to increase the setback to 4.5 metres, which would mirror the interface requirements.
Building separation >21m	In addition to above, a building that exceeds a height of 21 metres must be setback at least one-sixth the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.	— for buildings taller than 21 metres, be setback a minimum of 4.5 metres from the common boundary above the street wall or 15 metres, whichever height is greater.	The interim DDO's building height datum of 21 metres over which the 'one-sixth' rule is implemented is maintained. The variability of the 'one-sixth' rule however can deliver sub-optimal outcomes dependent on lot width placing more or less onus on adjoining properties. The application of a consistent setback of 4.5m for building above 21 metres provides a clear and equal approach to guide development with clearly understandable design outcomes.
Building separation where there are multiple buildings within a site	None specified.	Where development consists of multiple buildings and/or separate upper levels, upper level development should: — be setback a minimum of 9m from each other, where a habitable window or balcony is proposed. — be setback a minimum of 6m from each other where a commercial or non-habitable window is proposed.	This addresses a gap in the interim DDOs to ensure that development on very large sites provide building separation where multiple upper level developments are proposed.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Proposed approach — rationale

Q: Why the existing height threshold of 21m be retained, given Swan Street has adopted a taller threshold of 28m?

- Victoria Street and Bridge Road are fundamentally different streets to Swan Street. Whilst they share some characteristics they differ in others which warrants differing approaches. The streets possess differing subdivision and allotment patterns with more extensive stretches of fine grain, narrow width allotments that moderate the total feasible heights achievable, greater potential for off-site amenity impacts from party walls and consequently warrant greater sensitivity to side setbacks.
- The Swan Street precinct benefits from a larger, remnant industrial subdivision pattern including larger consolidated sites, especially along its southern side which could realistically achieve higher heights while managing off-site amenity impacts on-site.
- Victoria St and Bridge Road possess more sensitive interfaces, with sites more proximate to, or embedded in the neighbouring residential areas. Swan Street benefits from its southern interface to the railway line, reducing overshadowing implications and visual amenity impacts of taller forms.
- Distinguishes these precincts from Swan Street, promoting a sense of individual identity and place that remains paired to good development outcomes.
- The decision to retain a threshold of 21m reflects the more sensitive characteristics of Victoria Street and Bridge Road whilst balancing the need and desire to see vibrant higher density living occur in the precinct.

Q: Why should building separation be provided above the street wall rather than the portion above the height threshold (as per interim DDO and Swan Street)?

- It should be noted that Swan Street (C191) allows for party walls up to 28 metres. The implications of the application of a similar approach have been considered and found to result in an unacceptable outcome for Victoria Street and Bridge Road that will potentially erode the quality of streetscapes and the valued open 'blue sky' views along both corridors. In addition, tall concrete party walls that rise significantly above the street wall will be visually prominent, provide low visual interest and detrimentally impact the amenity of the streetscape.
- Provide clear views to the sky between buildings and increase sunlight penetration to streets.
- Simplifies the composition of the streetscape into three clear elements: a robust street wall 'base' rising to 15m with projections above this street wall falling into two clear categories; modest mid-rise buildings (to 21m) setback from the street, and distinct taller buildings (above 21m) punctuating the streetscape as clearly separated, vertical accents offset from boundaries above the street wall.
- Strengthens the legibility of the street wall as a key element of the streetscape through promoting a single step change between the street wall and upper forms for taller buildings.
- Strengthens the legibility of taller buildings as clearly distinguished vertical elements within the streetscape rising above and behind the street wall by avoiding stepping profiles to side boundaries.
- Encourages development to be designed 'in the round' and minimises expansive exposed concrete walls on side elevations on narrow lots.

Q: Why is a reduced setback of 4.5 metres appropriate given interim DDO and Swan Street has adopted 6 metres?

- Balances increasing development potential while allowing for adequate levels of internal amenity through a minimum separation of 9 metres.
- The 4.5m setback has a more direct correlation to long established planning provisions around privacy and overlooking than the 6.0m adopted at Swan Street. Assuming a reciprocal setback to the boundary by neighbouring development, a total building-to-building separation of 9.0m would result. This equates to established and existing planning provisions which allow for habitable windows to be provided without the need for privacy screening where they occur at a distance of 9.0m or greater from other habitable room windows or private open space.
- This will recoup some of the GFA lost through mandating full separation above street wall etc. A 4.5 metre separation is a balanced approach that will support development while achieving high quality urban design outcomes.
- The reduced separation is paired with the reduced taller threshold of 21m for side setbacks above the street wall. The interim DDO/Swan Street approach requires a separation of 6 metres for buildings exceeding 28 metres in height, compared with the proposed 4.5 metres. This is a result of the greater heights and scale permitted in Swan Street. In addition, Swan Street has substantially larger and wider sites compared with Bridge Road and Victoria Street. Greater separation should be provided as buildings scale up in height.

Figure 6 Comparison of building separation outcomes

Testing outcomes — building separation

Interim controls — Bridge Road Precinct 5

South elevation

Interim building separation control

A building that exceeds a height of 21 metres must be set back at least one-sixth of the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.

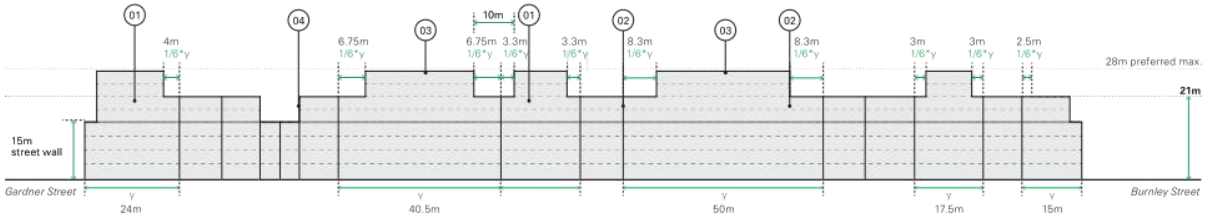
Comments

01 Current controls allow extensive attached party wall development up to 21m (6 storey), creating an 'upper level street wall' that is a poor outcome with regard to achieving the precinct design objective of providing clear views to the sky between buildings and undermines the strength of the street wall.

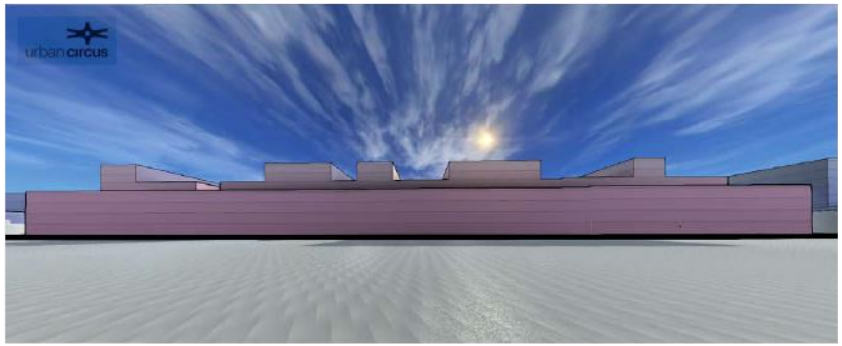
02 Promotes deep building floorplates at upper storeys relying on outlook to the front and back only resulting in poorer internal amenity outcomes.

03 Reduces the appearance of upper storey forms as distinct vertical elements rising above the street wall

04 Increases the predominance of tall, blank party walls as a visible element along the street where adjoining development has not occurred.



Interim controls — aerial



Testing outcomes — building separation

Proposed permanent controls — Bridge Road Precinct 5

South elevation

Proposed building separation control

A building that exceeds a height of 21 metres must be set back a minimum of 4.5m from the common boundary above 15m (4 storeys) to provide views to the sky between buildings.

NOTE: For the purpose of testing, the elevation diagram assumes that development up to 21m will be built to the boundary, noting that a minimum setback of 4.5m is required where a habitable window or balcony is proposed and a minimum of 3m setback where a commercial or non-habitable window is proposed. In addition, it is also assumed that narrow sites <5m in width will not be developed above the street wall height.

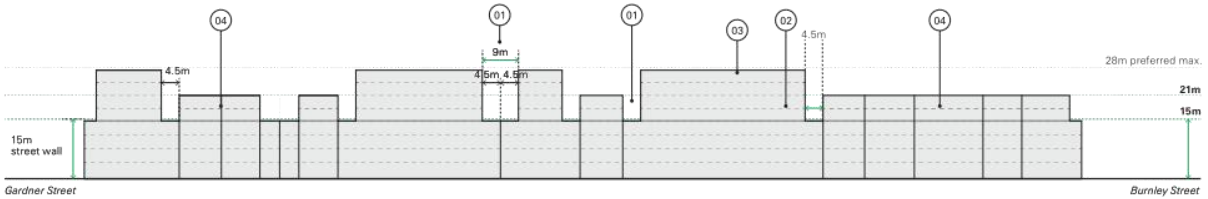
Comments

01 Proposed controls prevent extensive attached party wall development occurring through setback provisions applying above the street wall for development above 21m (6 storey). This facilitates clear views to the sky between buildings, strengthens the presence of the street wall and creates a clear distinction between lower and taller development.

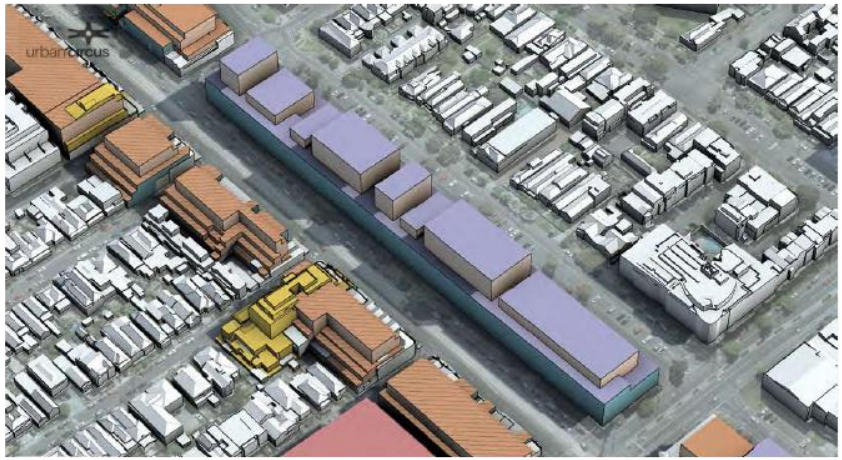
02 Allows for deep building floorplates but manages internal building amenity by seeking buildings to secure appropriately setback outlooks to side frontages.

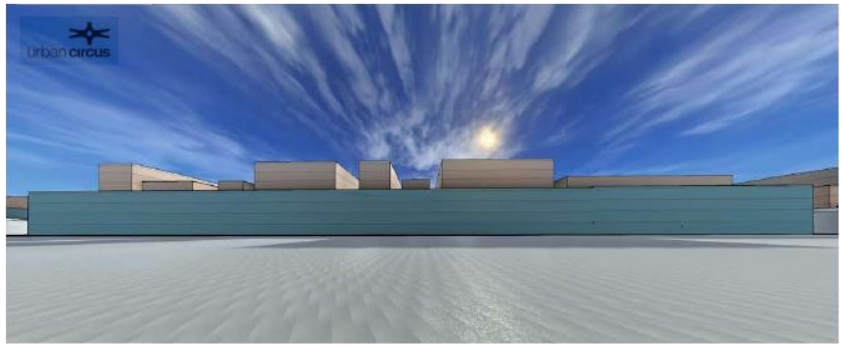
03 Strengthens the appearance of upper storey forms as distinct vertical elements that are designed 'in the round' reducing the presence of tall, blank party walls along the street.

04 Overall development capacity remains strong. The controls facilitates larger lots to develop to their full potential and height in a manner that ensures buildings are appropriately separated at upper storeys. The controls facilitate development for lots that may be constrained in reaching taller heights by lot size or other factor by allowing party walls to occur on developments where the development does not rise above 21m.



Proposed permanent controls — aerial





Building separation

Interim controls — Victoria Street Precinct 3

West elevation

Interim building separation control

A building that exceeds a height of 21 metres must be set back at least one-sixth of the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.

NOTE: For the purpose of testing, the elevation diagram assumes that development up to 21m will be built to the boundary, noting that a minimum setback of 4.5m is required where a habitable window or balcony is proposed and a minimum of 3m setback where a commercial or non-habitable window is proposed.

Comments

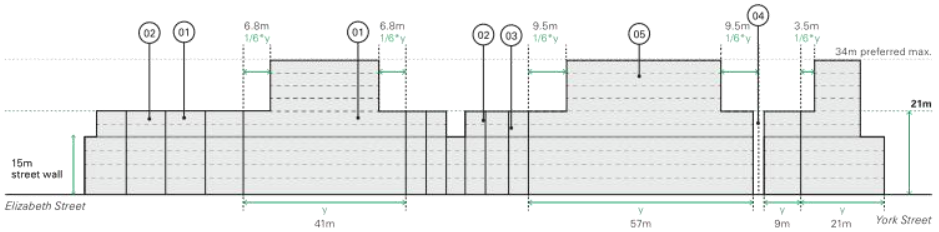
01 Current controls allow extensive attached party wall development up to 21m (6 storey), creating an 'upper level street wall' that is a poor outcome with regard to achieving the precinct design objective of providing clear views to the sky between buildings and undermines the strength of the street wall.

02 The fine grain nature of allotments in this precinct is undermined by the extensive attached party wall at upper storeys and increases the likelihood of blank party walls occurring as a visible element in the streetscape.

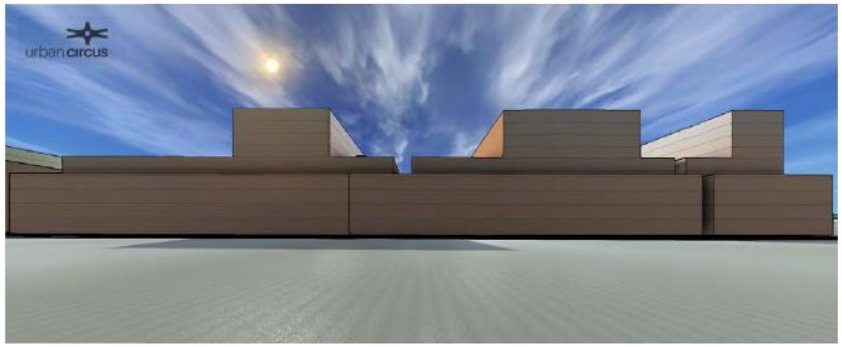
03 Deep floorplates combined with narrow lot patterns encourage primary outlook to the front and back only negatively impacting building amenity.

04 Controls can create poor amenity outcomes to laneways dependent on use.

05 Upper storey form on larger lots can create overbearing horizontal 'slab' massing if building breaks are not incorporated.



Interim controls — aerial



Building separation

Proposed permanent controls — Victoria Street Precinct 3

West elevation

Proposed building separation control

A building that exceeds a height of 21 metres must be set back a minimum of 4.5m from the common boundary above 15m (4 storeys) to provide views to the sky between buildings.

NOTE: For the purpose of testing, the elevation diagram assumes that development up to 21m will be built to the boundary, noting that a minimum setback of 4.5m is required where a habitable window or balcony is proposed and a minimum of 3m setback where a commercial or non-habitable window is proposed. In addition, it is also assumed that narrow sites <5m in width will not be developed above the street wall height.

Comments

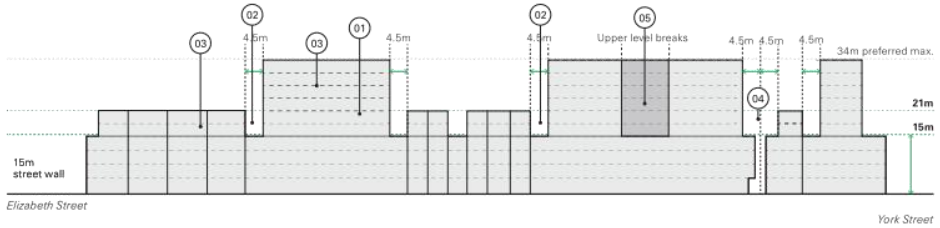
01 Proposed controls prevent extensive attached party wall development occuring through setback provisions applying above the street wall for development above 21m (6 storey). This facilitates clear views to the sky between buildings, strengthens the presence of the street wall and creates a clear distinction between lower and taller development.

02 The fine grain nature of allotments is protected and strengthened by upper level setbacks creating a clear offset between lower infill development and taller adjacent development.

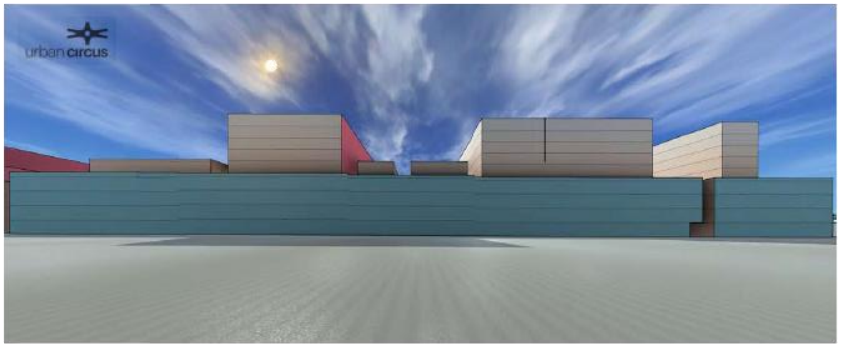
03 Development capacity is facilitated for small and large sites. Setbacks to common boundaries allow larger site to achieve greater heights while preserving amenity to floorplates through securing outlook to side boundaries. Narrower lots retain the ability to build party walls to 21m to facilitate their development.

04 Upper level setback avoid 'canyon-like' interfaces to laneways. Separate interface controls control laneways at ground floor.

05 Building breaks in larger envelopes at upper storeys improve internal amenity and outlook and visual impact, expressing the elevation as a series of vertical elements.



Proposed permanent controls — aerial



Building separation

Interim controls — Victoria Street Precinct 4

North elevation

Interim building separation control

A building that exceeds a height of 21 metres must be set back at least one-sixth of the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.

NOTE: For the purpose of testing, the elevation diagram assumes that development up to 21m will be built to the boundary, noting that a minimum setback of 4.5m is required where a habitable window or balcony is proposed and a minimum of 3m setback where a commercial or non-habitable window is proposed.

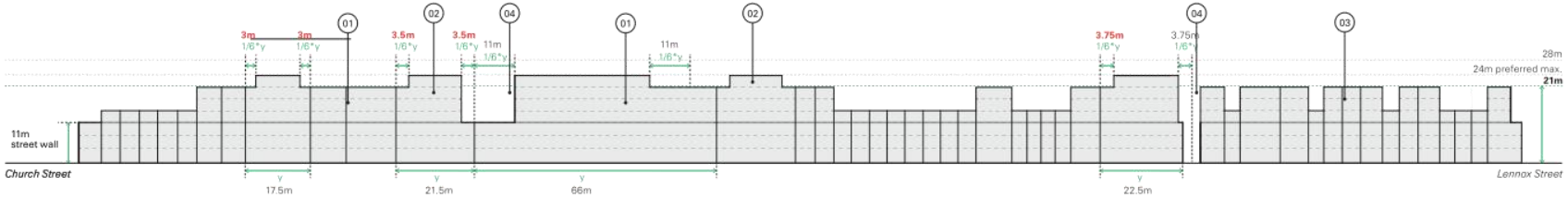
Comments

01 With a preferred building height of 24m, there is minimal separation in the building form at upper levels, with party walls allowed to 21m. This results in a highly unarticulated streetscape defining upper storey form only via a front setback to the street wall. This results in a largely contiguous upper storey, the presence of which is exaggerated by the precinct's lower street wall of 11m. This is a poor outcome with regard to achieving the precinct design objective of providing clear views to the sky between buildings and undermines the strength of the street wall.

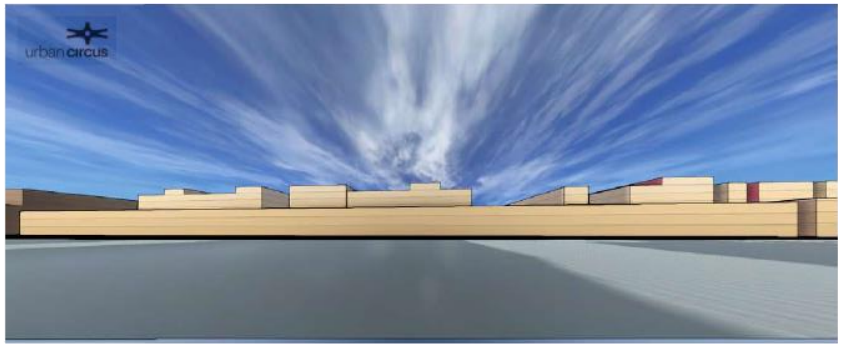
02 Due to a lack of side setbacks upper storey forms are not expressed in the round except, as a single storey 'cap'.

03 The fine grain pattern of the street is undermined by the controls providing for 6 storey form on narrow blocks that become overly prominent due to the lower street wall.

04 The 1/6 rule results in varied amenity outcomes dependent on lot width. Exaggerated breaks occur on wide lots, in excess of what is necessary to attain good internal amenity and visual separation. On other lots, with comparable scales, it results insufficient separation to secure appropriate amenity.



Interim controls — aerial



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Building separation

Proposed permanent controls — Victoria Street Precinct 4

North elevation

Proposed building separation control

A building that exceeds a height of 21 metres must be set back a minimum of 4.5m from the common boundary above 15m (4 storeys) to provide views to the sky between buildings.

NOTE: For the purpose of testing, the elevation diagram assumes that development up to 21m will be built to the boundary, noting that a minimum setback of 4.5m is required where a habitable window or balcony is proposed and a minimum of 3m setback where a commercial or non-habitable window is proposed. In addition, it is also assumed that narrow sites <15m in width will not be developed above the street wall height.

Comments

01 Proposed controls prevent extensive attached party wall development occuring through setback provisions applying above the street wall for development above 21m (6 storey). This facilitates clear views to the sky between buildings, strengthens the presence of the street wall and creates a clear distinction between lower and taller development.

02 **Setbacks above 15m constrain fine grain lots resulting in a 11m (3-storey) street wall with a single level recessed cap above. This provision for modest additions preserves the historic fine grain quality of the streetscape.**

03 Development above 15m is largely constrained to consolidated or larger lots which can provide sufficient side setbacks to common boundaries.

04 **This approach creates three clear elements in the street that respect the historic grain fine grain. Narrow lots developing to 15m above an 11m street wall. Wider fine grain lots able to reach to 21m and large lots where the preferred maximum of 24m can be achieved with form separate from boundaries.**

Proposed permanent controls — aerial

3.7 Green streets
Proposed inclusion

It is proposed that 'Green Streets' are defined and identified on each precinct plan as an overshadowing control area and a focus for urban greening. This is supported by 3D modelling that demonstrate alignment with building heights, street wall and setbacks and the purpose of Green Streets.

Interim DDOs — key issues

The current DDO does not clearly identify current or future key pedestrian (and/or cycling) connections. There is a need to ensure that the amenity of these streets are not impacted by future development.

It is recommended that Council investigate establishing a consistent approach to Green Streets, i.e. establishing a green street framework that to identify Green Streets for each activity centre and harmonising definition, selection criteria, principles and requirements while allowing for some flexibility. This could assist in identifying priority projects for streetscape masterplans and upgrades.

Defining 'Green Streets'

A Green Street is a street that has a variety of design elements that gives priority to pedestrian and cyclist movement over vehicle use. The design elements may include footpath widening, landscaping and street trees, new furniture and lighting, traffic calming, and other pedestrian-oriented features with the purpose of:

- Improving safety and amenity of the public realm
- Protecting sunlight access to footpaths
- Strengthening pedestrian and bicycle connections from Bridge Road and Victoria Street to key destinations and surrounding residential areas
- Increasing greening of the streetscape
- Increasing urban biodiversity

Proposed Green Streets

A Green Street is street that is identified as a logical primary pedestrian and cycling connection to key local destinations such as:

- Transport connections, including train stations, tram routes and shared paths
- Schools and educational facilities
- Community infrastructure, including childcare and community and health facilities
- Yarra River/Birrarrung and open space outside the centre

A Green Street, as identified on the plans, may or may not currently prioritise pedestrian and/or cyclist movement over vehicle movement. Where it does not, this review recommends upgrades to the streetscape to reinforce the role of the street as a Green Street such as footpath widening, canopy trees, seating and landscaping. This will be supported by overshadowing area controls that protect sunlight access to footpaths. Note that building heights along Green Streets have been tested to align with the overshadowing area controls.

Bridge Road Activity Centre Green Streets (refer to plan on page 58):
- Lennox Street
- Church Street
- Gleadell Street
- Griffiths Street
- Gardner Street
- Coppin Street*
- Burnley Street

Victoria Street Activity Centre Green Streets (refer to plan on page 59):
- Charles Street
- Shelley Street
- Lennox Street*
- Nicholson Street
- Lithgow Street
- Albert Street
- Church Street
- Davison Street

Proposed requirements

Refer to proposed changes to overshadowing requirements (opposite). Overshadowing controls do not apply to Coppin Street to the south of Bridge Road, and Lennox Street to the south of Victoria due to narrow street widths. It should be noted that while overshadowing controls do not apply to these sections, these streets should be defined as Green Streets for increased greening and public realm improvements.

New development with a frontage to a Green Street should:

- Contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Figure 7 Vertical planting structures can be integrated into the design of the building facade. Council House 2 | DesignInc. and Mick Pearce

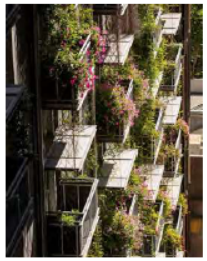
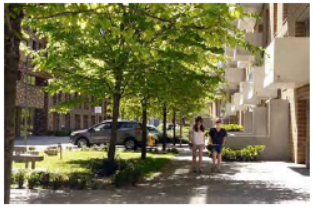


Figure 8 Rooftop vegetation and communal space. Burnley Living Roofs, Richmond | Hassell

Figure 9 Street canopy trees introduced large site renewal. St Andrews, Bromley-by-Bow, London | Townsend Architects



3.8 Overshadowing
Proposed changes

Recommendation 15: Retain overshadowing controls and expand its application (including duration and new areas of protection).

There has been growing recognition of the importance of sunlight access to key streets and spaces as a contributor to the overall quality of the public realm for workers, visitors and residents. This is reflected by numerous recent and pending Planning Scheme amendments that have applied overshadowing controls for footpaths in activity centres.

Interim DDOs — key issues

The interim controls contain mandatory requirements to protect the southern footpath of Bridge Road and Victoria Street, and the opposite footpath of north-south streets such as Lennox/Nicholson, Church and Burnley Streets. These should be retained, however, there are a range of issues that need to be addressed in the permanent controls, these include:

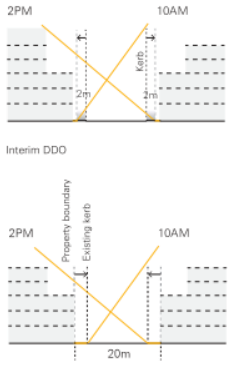
- Lack of strategic basis for mandatory overshadowing requirements for north-south streets which has a lower order role. Recent amendments (C191) have supported the application of discretionary overshadowing for north-south streets or lower-order streets.
- Metric used (e.g. 3.0 metres from the kerb) allows for an significant encroachment zone for overshadowing. This is particularly problematic in Bridge Road and Victoria Street where footpaths vary greatly in width. This metric would mean that narrower footpaths could be completely overshadowed at specific times. Swan Street (C191) seeks to protect the full width of the footpath by using the following metric, 'from the property boundary to the existing kerb' to reflect the current width at the point of measure.
- Shorter time of duration for protection is applied compared with Swan Street (11am–2pm vs. 10am—2pm). Increasing this to 10am would better support outdoor activity and leisure.
- Recent public realm upgrades such as pause points, landscaped, kerb stands and seating are not protected by overshadowing controls, as a result, the quality of these spaces may erode over time as adjacent sites are developed to greater height.

Proposed changes to overshadowing requirements

Table 2 New and revised definitions adapting elements from recent DDOs in City of Yarra.

Term	Interim DDO	Proposed	Rationale
Metric used for control	"to a distance of **X.X metre**s from the kerb"	"from the property boundary to the existing kerb"	The refinement to measure from the property boundary to the existing kerb provides a more nuanced design response that protects the full public realm as it occurs around the site (see Figure 11).
Bridge Road / Victoria Street	Development must not overshadow any part of the southern footpath of Bridge Road to a distance of 3.0 metres from the kerb between 11am and 2pm at 22nd September. A permit cannot be granted to vary this requirement.	Development must not overshadow any part of the southern footpath of Bridge Road and Victoria Street measured from the property boundary to the existing kerb between 10am and 2pm at 22nd September. A permit cannot be granted to vary this requirement.	The retention of the mandatory requirement preserves solar access and amenity to the primary street within the precinct. The extension to include the time period between 10am and 2pm at 22nd September is consistent with the overshadowing controls being applied to Swan Street and 3d modelling has demonstrated the capacity for development to accommodate this.
Primary north-south streets (Church, Lennox, Burnley and Nicholson)	Development must not overshadow any part of the following: – The opposite footpath of Church Street to a distance of 3.0 metres from the kerb between 11am and 2pm at 22nd September; – The opposite footpath of Lennox Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22nd September; - The opposite footpath of Burnley Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22nd September. - The opposite footpath of Nicholson Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22nd September.	Development should not overshadow any part of the following: – The opposite footpath of Lennox Street measured from the property boundary to the existing kerb between 10am and 2pm at 22nd September; – The opposite footpath of Church Street measured from the property boundary to the existing kerb between 10am and 2pm at 22nd September; – The opposite footpath of Burnley Street measured from the property boundary to the existing kerb between 10am and 2pm at 22nd September. The opposite footpath of Nicholson Street measured from the property boundary to the existing kerb between 10am and 2pm at 22nd September.	The shift to discretionary is in keeping with the approach taken in similar precincts such as Swan Street where the streets north-south orientation already affords it a level of solar access. 3D modelling has indicated the capacity to allow for development satisfying this control, with allowance for discretion where some overshadowing is unavoidable but a good net outcome is achieved.
Green Streets and kerb outstands	None specified.	New development should not overshadow: – the opposite footpath of Lennox, Church, Gleadell, Griffiths, Burnley, Charles, Elisabeth, Shelley, Nicholson, Lithgow, Albert and Dawson Street) measured from the property to the existing kerb between 10am and 2pm at 22nd September; and – any kerb outstands, seating and/or planting areas on the opposite side of the street between 10am and 2pm at 22nd September.	Overshadowing controls for designated green streets and locations where public realm improvements have taken place is appropriate to ensure future development occurs in an orderly fashion that aligns and supports existing and future investments in public realm improvements. A similar approach has been taken with kerb outstands along Swan Street and in other centres. The discretionary nature of this control provides flexibility to exercise discretion where overshadowing is unavoidable.

Figure 10 Comparison of metric used for overshadowing controls, interim DDO and proposed approach adopted from Swan Street.



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

3.9 Overshadowing
Testing outcomes

Testing outcomes through 3D modelling

01 Southern footpath of Victoria Street 10AM

The interim DDO heights appear to comply with the mandatory overshadowing controls (pending confirmation of footpath measurements)

02 Workability of Green Streets 10AM

Interim DDO heights on Gleadell Street complies with proposed overshadowing controls.

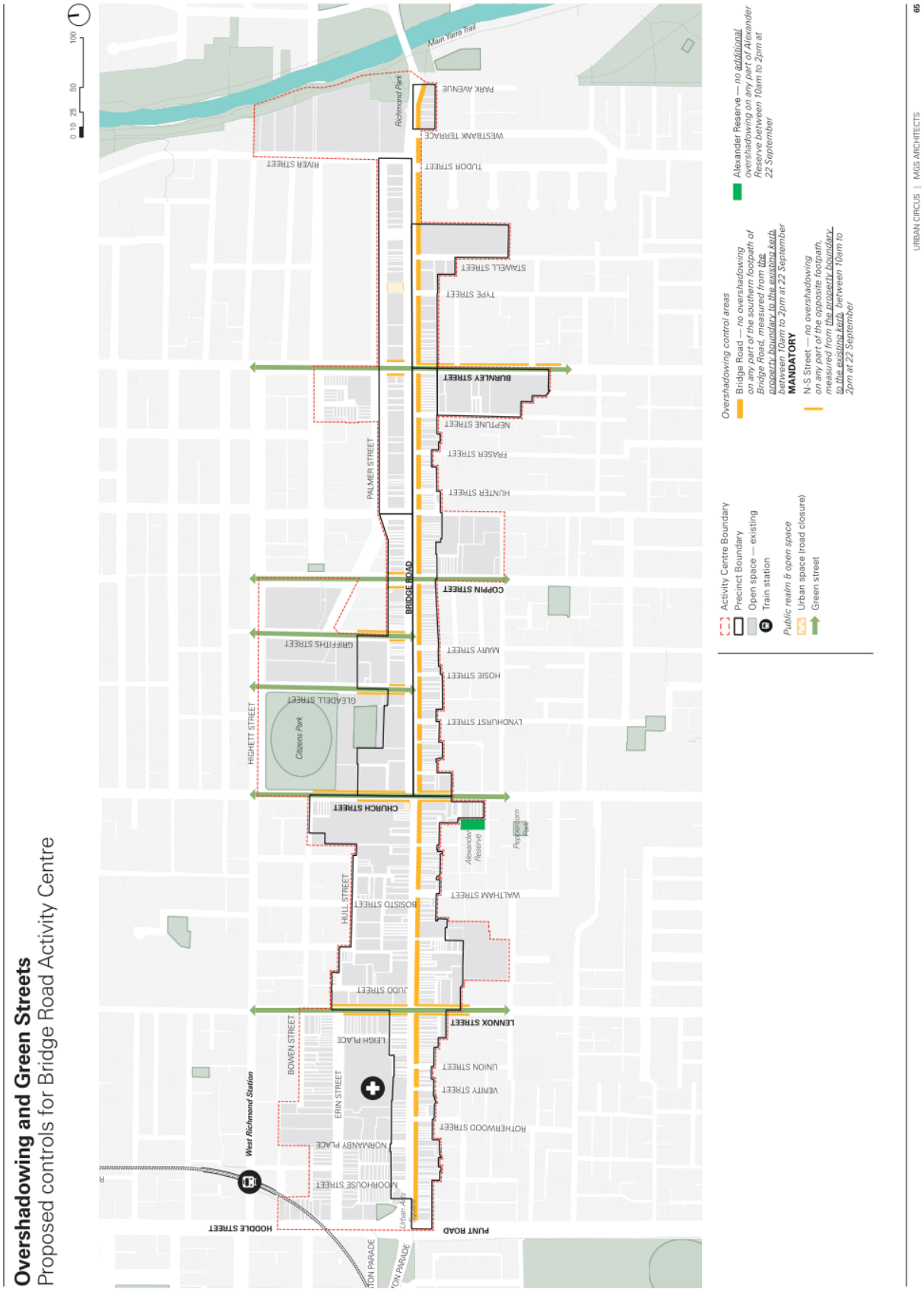
10AM

Interim DDO heights on Coppin Street (south of Bridge Road) does not comply with proposed overshadowing controls due to its narrower width, and consequently this portion is excluded from the overshadowing controls for Green Streets.

03 Open space 10AM

Reduced height (from 18m to 15m) significantly reduces the extent of overshadowing to Alexander Reserve at 22 September, 10am.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



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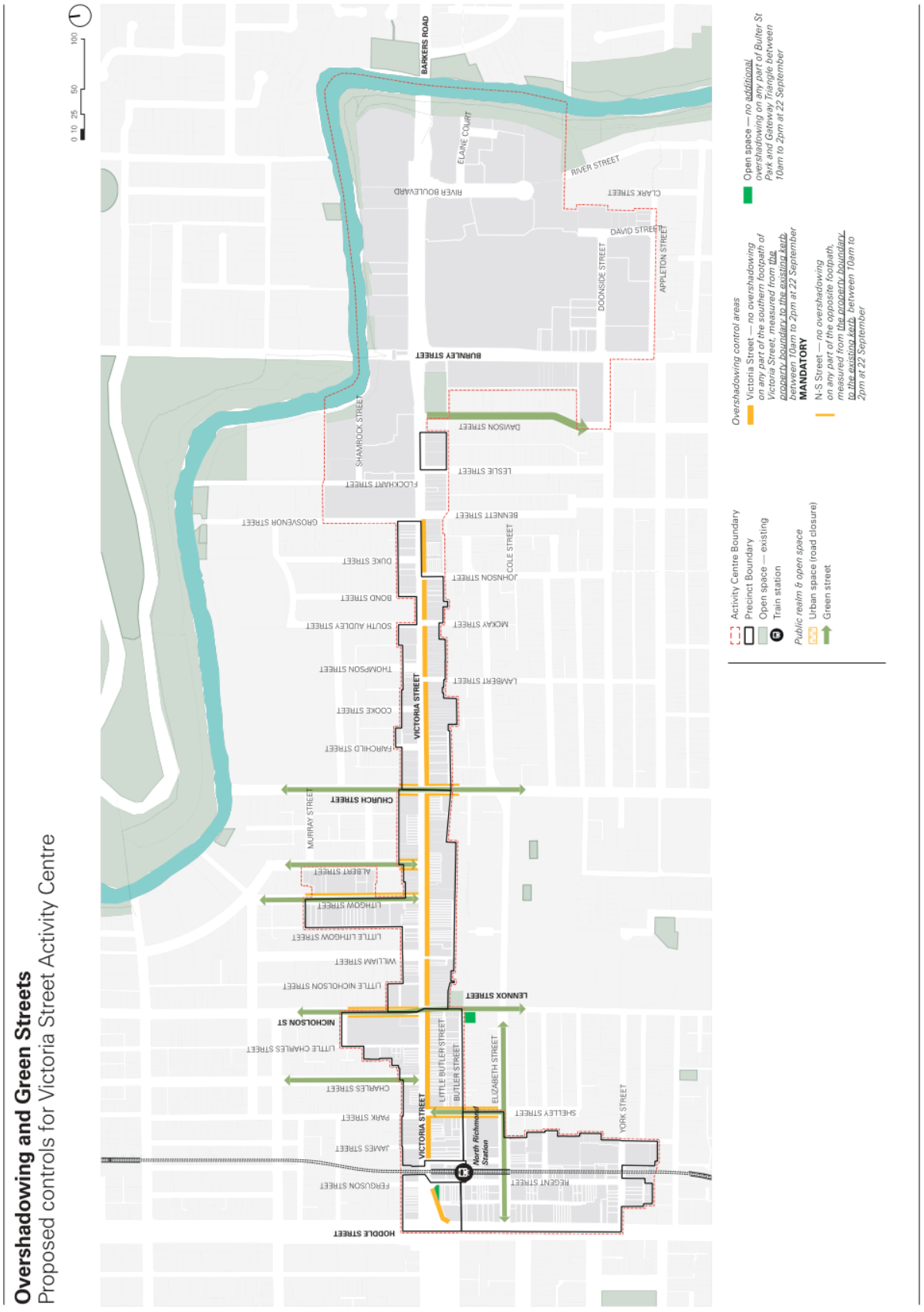


3.10 Views to landmarks

Recommendation 16: Retain mandatory views to landmarks controls and align building heights with the protection of key views.

The interim DDOs include the requirements for the protection of key views to significant landmarks in both activity centres. Within the City of Yarra are a number of key views to landmarks that have been identified in the *Ethos Urban Landmarks and Views Assessment 2019*. Several of these fall within the Bridge Road and Victoria Street Activity Centres, these include:

These landmarks are:

— Spire and belfry of St Ignatius' Church
— Pelaco sign
— Clock tower of Richmond Town Hall
— Skipping Girl sign

The views and their viewing points are identified in proposed Clause 22.03 Landmarks and Tall Structures of the Planning Scheme. It seeks to ensure that new buildings within the vicinity of the identified landmarks are designed to ensure the landmark remains as the principal built reference. The Ethos Urban study and updated policy informed the interim DDOs. These updated schedules to clearly identify specific viewing points, including locations in Citizens Park, key street corners and tram stops. This will provide development with certainty with regard to achievable heights and ensure views that valued by the community are protected.

The views to these landmarks are important to reinforce a sense of place, retain important historic reference points and overall enrich the urban experience of residents and visitors within the City of Yarra. Many of the views will not be impacted by development within the areas controlled by the DDOs due to the view being from public open space such as parks or streets. Exceptions are noted overleaf and the proposed controls reflect the heights and/or setbacks required to ensure the views are preserved including the desire for 'blue sky' around the landmark wherever possible.

Recommendations for further work required by Council:

Undertake survey to confirm locations of views and landmarks, and confirm heights (RL/AHD) and dimensions of landmark features to be protected.

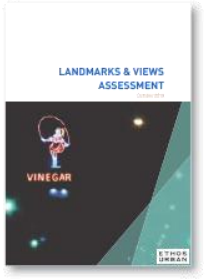


Figure 11 Spire and belfry of St Ignatius' Church

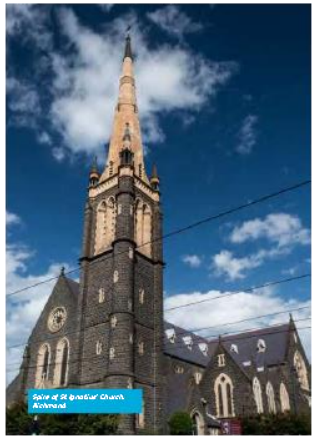


Figure 12 The Pelaco sign.

Figure 13 Clock tower of Richmond Town Hall

Figure 14 Skipping Girl sign

Views to landmarks
Testing outcomes

The views to landmarks are important to reinforce a sense of place, retain important historic reference points and overall enrich the urban experience of residents and visitors within the City of Yarra. Many of the views will not be impacted by development within the areas subject to the DDOs due to the view being from public open space such as parks or streets.

This review has also reconsidered heights and proposed changes (reductions) for a number of reasons, including to preserve views to landmarks (see each precinct recommendations for more detail).

The proposed controls reflect the heights and/or setbacks required to ensure the views are preserved including the desire for 'blue sky' around the landmark wherever possible.

The built form controls recommendations are based on the current data available. A features survey is recommended to confirm location of view point as well as location and dimensions of each landmark.

Pelaco Sign, View 2

The notes below relate to View 2 of the Pelaco sign. In this instance, detailed testing of the modelling showed that a greater reduction of heights was required to preserve this view.

View 2 is from an important location on the edge of the City of Yarra, the north-west corner of Hoddle Street and Bridge Road. The corner is adjacent the tram stop and the small green space, Weedon Reserve. Weedon Reserve, along with the Urban Arts Square frame the north-western entry point into the Activity Centre and as a gateway to the municipality.

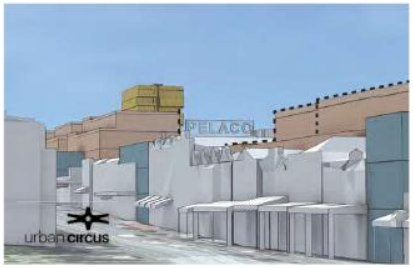
Testing outcomes through 3D modelling

View 2 is an important pedestrian view and differs to View 1:

— View is from a location close to the activity centre the view across the intersection and to the sign shows the sign above the fine-grain intact heritage streetscape and highlights the topography of Richmond Hill beyond.

— The sign is larger, easy to read and currently unencumbered by any development (note: a permit has been approved for a development to the left hand side of the sign as it appears in the view.)

02 View cone indicative



Proposed changes as a result of testing

Testing have resulted in a reduction in building heights to properties at x ensure a key view to the Pelaco is protected.

In addition, the mandatory views to landmarks requirements will give force to performance-based requirements that would need to be met by the proponent. Subject to assessment of the design proposal, this should consist of:

01 46-70 Bridge Road - 11m height

02 72 Bridge Road - additional 3m upper level setback to the rear

03 72 Bridge Road - mandatory 6m upper level setback

04 38-44 Bridge Road - 10m upper level setback

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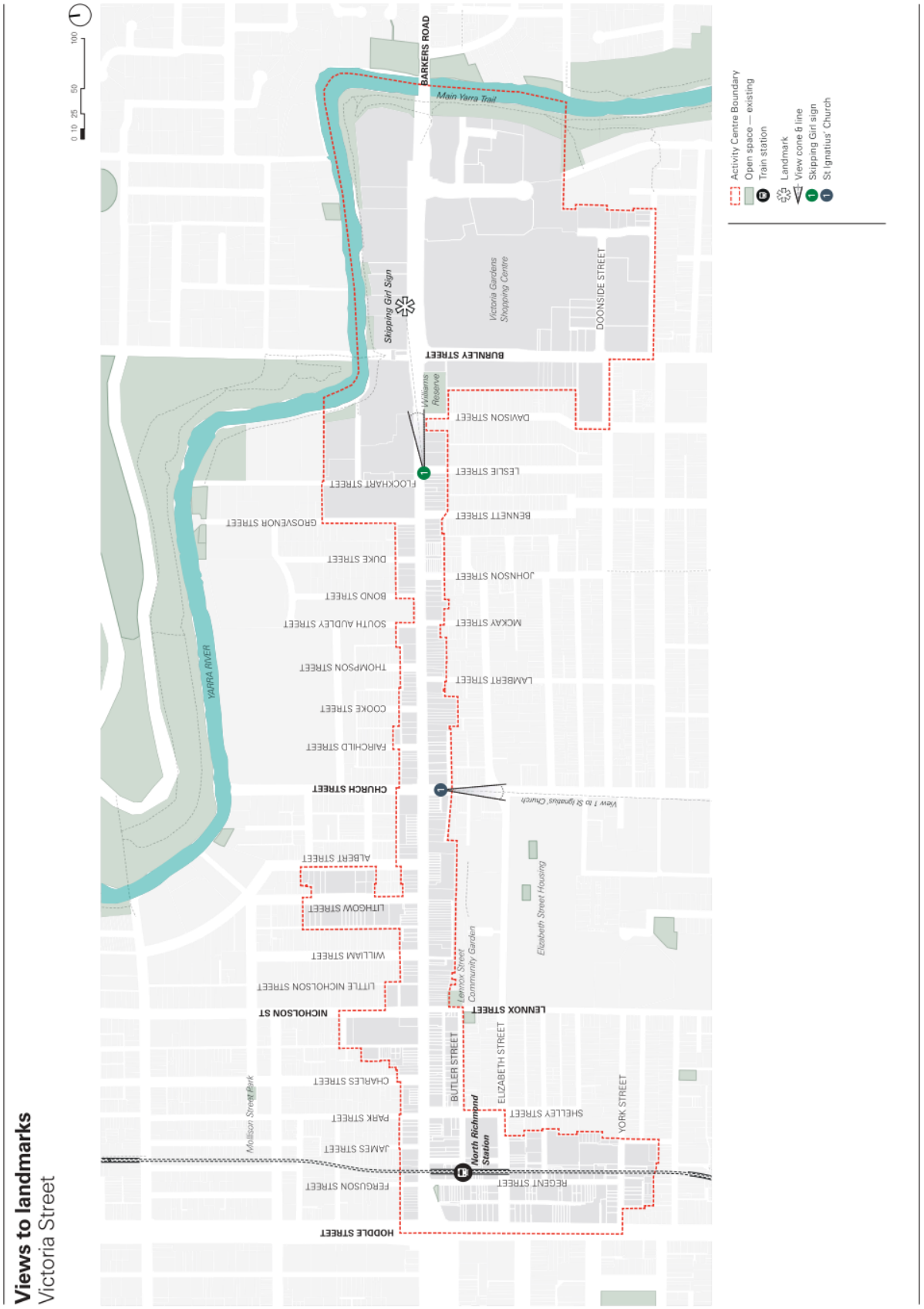

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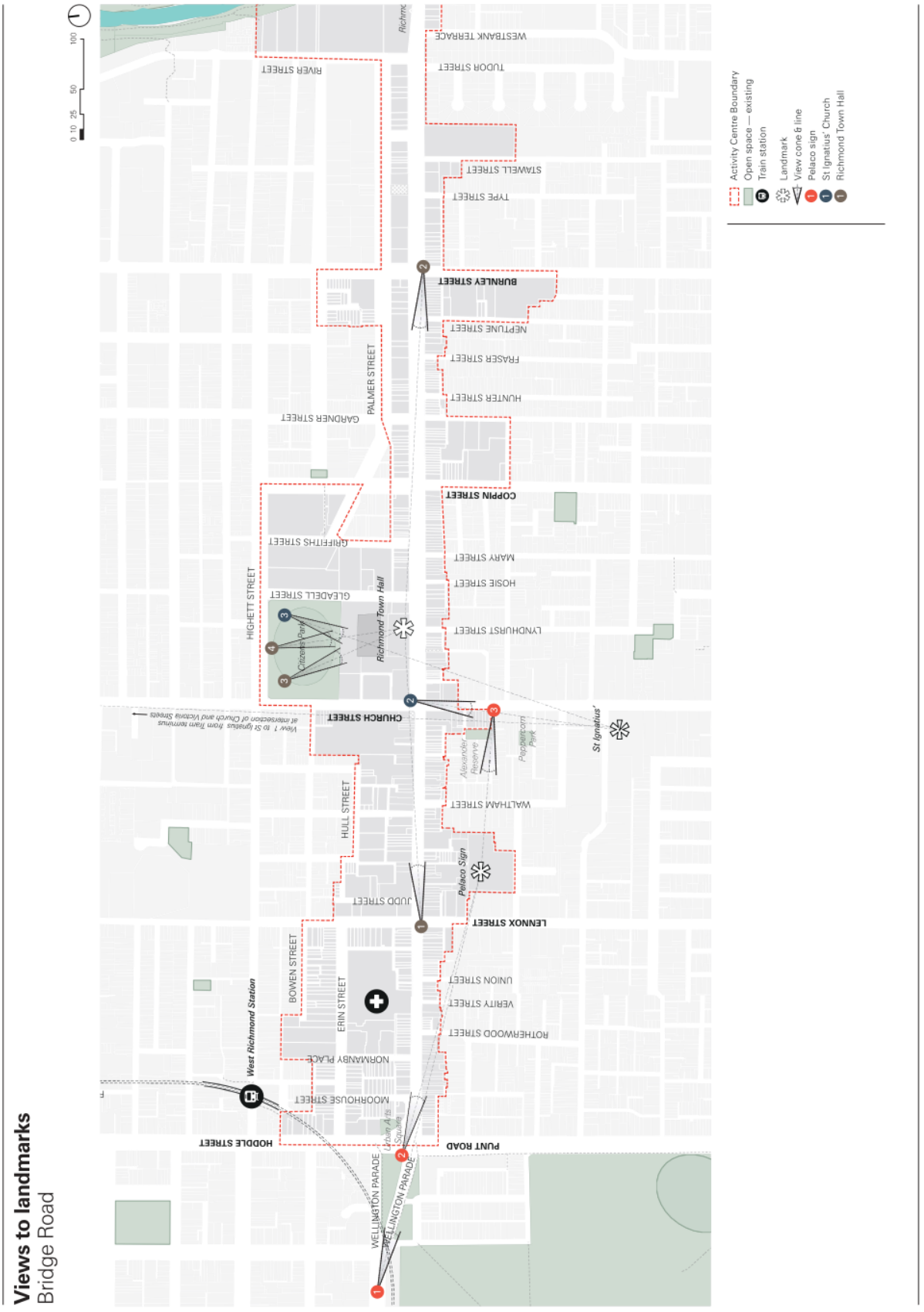

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Views to landmarks
Testing outcomes: Pelaco sign — View 1

View from Tram Stop 13 on Wellington Parade

Comments
No changes required.

Interim DDO

Proposed

Views to landmarks
Testing outcomes: Pelaco sign — View 2

View from corner of Wellington Parade and Punt Road

Comments
Heights reduced from 15m to 11m to preserve clear sky views to the Pelaco sign.

Interim DDO

Proposed

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Views to landmarks
Testing outcomes: Pelaco sign — View 3

View from intersection of Hodgson Terrace and Church Street.

Comments
No changes required.

Interim DDO

Proposed

Views to landmarks
Testing outcomes: St Ignatius — View 1

View from tram terminus at intersection of Church and Victoria Streets

Comments
No changes required.

Interim DDO

Proposed

Views to landmarks
Testing outcomes: St Ignatius — View 2

View from north-east corner at intersection of Bridge Road and Church Street

Comments

No changes required.

Interim DDO

Proposed

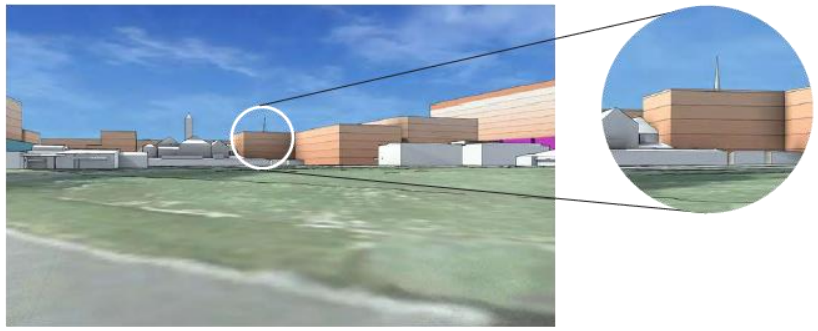
Views to landmarks
Testing outcomes: St Ignatius — View 3

View from path around oval at Highett Street / Gleadell Street entry

Comments

Height reduction needed 18m to 15m on former Richmond Police Station site and apply this as a mandatory control, noting this site has very limited development potential.

Interim DDO



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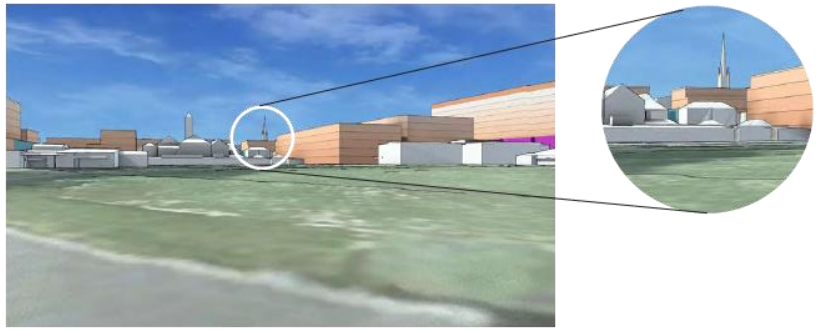

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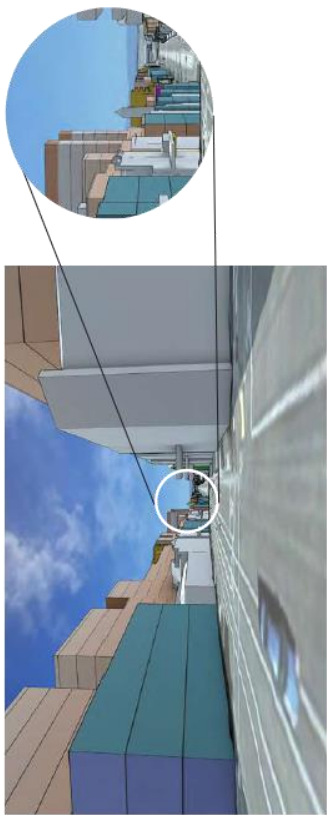
Views to landmarks
Richmond Town Hall — View 1

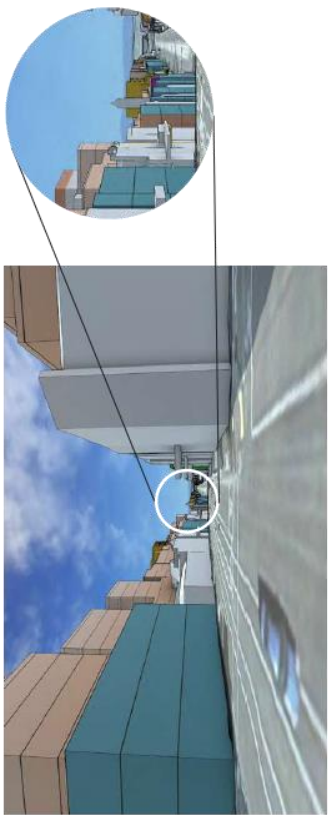
View from south-west corner at intersection of Lennox Street and Bridge Road

Comments
No issues

Interim DDO



Proposed



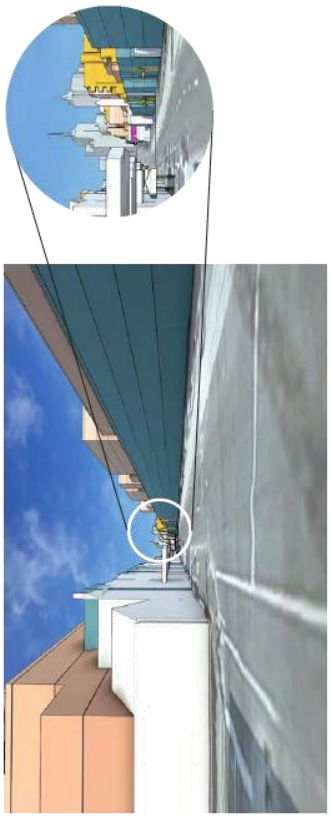
Views to landmarks
Richmond Town Hall — View 2

View from south-east corner at intersection of Burnley Street and Bridge Road

Comments
No issues

Interim DDO

Proposed



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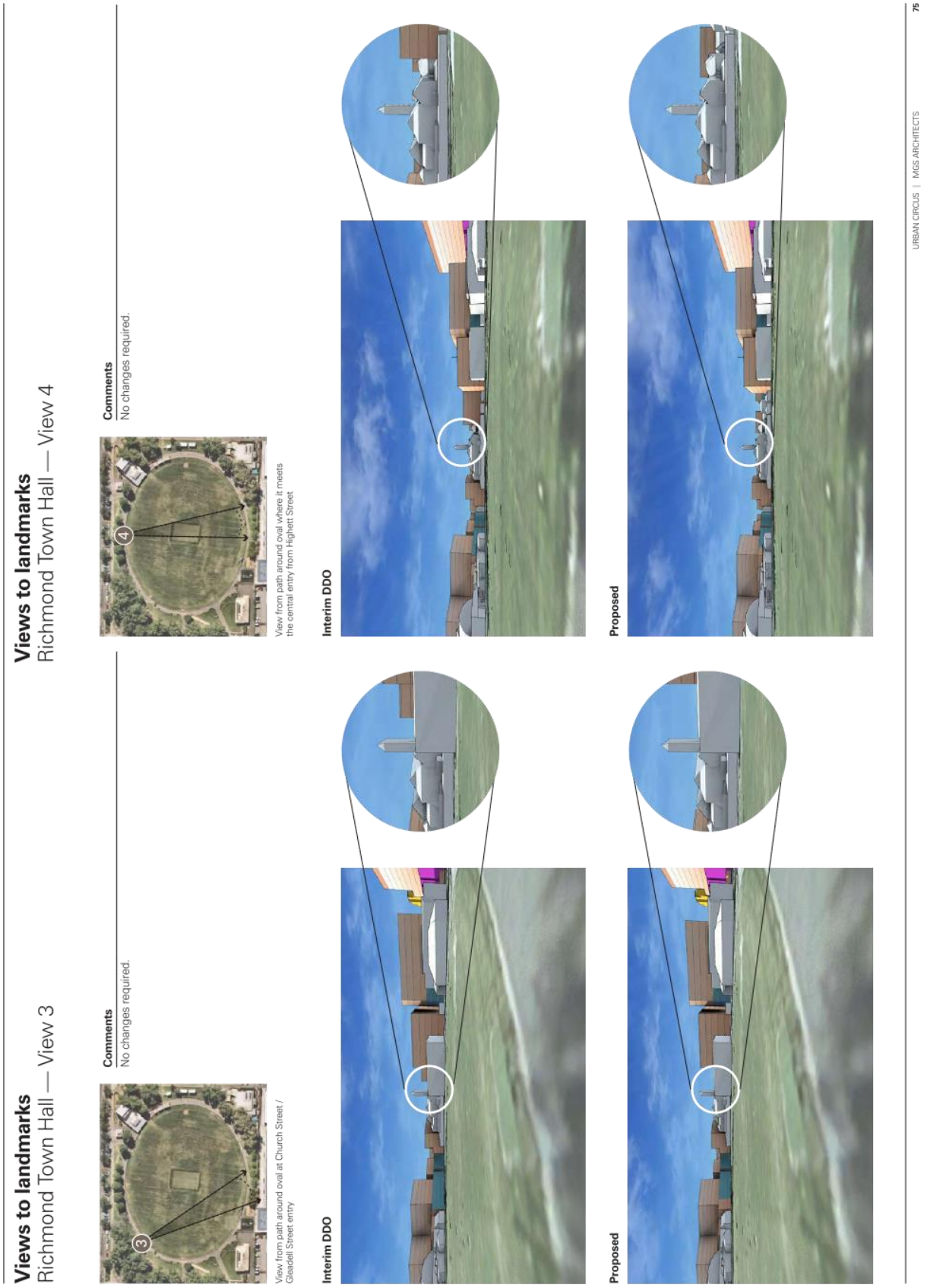

3.11 Design quality and architecture

Recommendation 17: Reschedule 'building design' requirements under ' design quality and architecture with minor amendments

Recommendation 18: Delete heritage building design requirements (addressed under separate clause)

It is recommended that these requirements are revised and rescheduled under 'design quality and architecture' with amendments to provide additional guidance to address shortfalls relating to heritage, design of building adaptability, building façades, upper level development, roof installations, building services, access to bicycle garages and sideages of buildings.

Interim DDO — key issues

The interim DDOs provide guidance on design quality through 'building design requirements' which specify requirements to support:

- High-quality resolution of building articulation and façade design that continues the prevailing pattern of subdivision and buildings. This specifically addresses the need for future development to reflect the existing fine-grain rhythm at the ground plane.
- Commercial activity through minimum floor to floor height requirements of 4 metres at ground and first floor at a minimum where heritage considerations are not a constraint. It should be noted that this also relates to building adaptability to allow for adapt ion for a different use over time.
- Continuous and functional weather protection over the full width of the lot by incorporating awnings over the footpath to support commercial activity such as retail and dining.
- Differing architectural expression between the street wall and upper-level development in a manner that complements the existing street wall where heritage is a key consideration.

These guidelines should be retained with minor amendments relating to building adaptability to allow for different uses over time, as per City of Melbourne (Central Melbourne Design Guide).

Propose changes

Interim DDO	Proposed	Rationale
Building facades Development should: — Incorporate vertical articulation in the street wall that reflects and aligns with the prevailing pattern of subdivision and buildings. — Be expressed 'in the round' at pedestrian level, including lots with façades on laneways and side streets, and avoid blank walls.	**Building facades** Development should: — Incorporate vertical articulation in the street wall that reflects and aligns with the prevailing pattern of subdivision and buildings. — Be expressed 'in the round' **at pedestrian level, including lots with façades on laneways and side streets, and avoid blank walls.**	Ensures that buildings should be designed 'in the round' at pedestrian level (as well as upper levels).
Commercial activity and building adaptability Development should: — allow for commercial activity at the ground and first floor (as a minimum) incorporating commercial floor to floor heights of at least 4m, where heritage elements are not a constraint.	Development should: To ensure that development allows for commercial activity at lower levels **and for future adaptation of lower levels for a different use over time,** buildings should incorporate a minimum floor to floor height of: — 4 metres at ground floor and first floor (where heritage is not a constraint). — 3.5 metres at other lower levels up to the nominated street wall height. — 3.5 metres for car parking structures, located at any level of a building.	Inclusion of 3.5 metres at lower levels and car parking structures (but above commercial floors) ensures that these levels can be adapted for a different use over time.
Upper level (above the street wall) Development should: — Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall. — Be expressed 'in the round' and provide detail on all elevations at upper levels, including those built to a common boundary, and avoid blank walls.	**Upper level (above the street wall)** Development should: — Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall. — Be expressed 'in the round' and provide detail on all **elevations at upper levels, including those built to a common boundary, and avoid blank walls.**	This clarifies that detailing will need to be provided on sideages of party wall buildings.
Weather protection Development should: — incorporate awnings over the footpath on commercial zoned land for the full width of the lot, continuous with any adjoining awning.	Retain (no changes)	

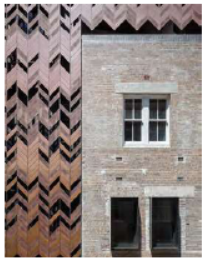

Figure 16 Distinction in upper level and heritage materiality, Paramount Hotel, Sydney | Breathe Architecture

Figure 15 Contrasting architectural expression of upper levels generously setback above heritage frontage/street wall, Sydney Road, Brunswick | Austin Maynard Architects

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3.12 Street activation and passive surveillance

Recommendation 19: Introduce 'street activation and passive surveillance' requirements.

Interim DDOs — key issues

The interim DDOs provide very limited guidance on street activation and passive surveillance. This is a significant shortcoming in the current controls for both centres, particularly for Victoria Street and North Richmond station where real and/or perceived safety has been identified as a key issue. There is a need to ensure that future development contributes to vibrancy and safety of the public realm by increasing the degree of engagement between those within boundaries and those on the street.

Proposed requirements

All Development should:

- Provide legible building entries that are visible from the street and laneway.
- Provide individual entries to dwellings or home offices at ground level of residential buildings (i.e. in a Mixed Use Zone).
- Provide operable windows and balconies within the street wall and within the wall in a non-residential laneway.
- Orient habitable rooms and windows towards the street, laneway, and existing and future open spaces.
- Ensure that building indents are set at a depth that remains visible from the street to avoid creating unsafe entrapment spaces.
- Sleeve car parking structures with active uses
- Avoid the use of security grilles or meshes and ensure they are transparent where they are used.

Figure 18 Habitable rooms and balconies orientated towards the station, Nightingale 2.0, Fairfield | six degrees architects

Figure 17 Direct entries from the street, habitable rooms and balconies orientated towards laneways create opportunities for passive surveillance, Smith Street, Fitzroy | MAAarchitects

Figure 19 Security grilles and meshes contribute to a poor perception of safety and should be avoided, Victoria Street and Lennox Street, Richmond

3.13 Vehicular, pedestrian and bicycle access

Recommendation 20: Retain and strengthen vehicular access requirements with Movement and Access Plans

Recommendation 21: Introduce new pedestrian and bicycle access requirements.

Purpose of access

Access relates to how a site is directly connected to its surroundings and the manner in which people and vehicles reach it. This seeks to ensure that access, from all modes, is safe, efficient and effective, avoiding negative amenity impacts and safety issues from poorly located access arrangements.

Interim controls - key issues

The interim controls are relatively contracted in their scope with three objectives. The first requires the universal location of vehicular access to rear lanes and side streets where possible. The second facilitates the 'making good' of redundant crossovers. The final, actually relates to pedestrian access rather than vehicular access, requiring access to buildings from street or shared zones.

There are two main identified issues to this approach

— The universal requirement for vehicular access to be from side streets and laneways does not allow for discretion where it would result in a poor design outcome. Examples of this would include laneway widths which constrain safe and easy access. The provision of permanent controls should cater for this and allow a more nuanced approach.

— Pedestrian and vehicular objectives are suitably different from one another to be treated separately, warranting their own subcategories which allows for more clarity around the applicability of controls.

In response to this, the proposed changes would adopt the following strategies:

— Inclusion of a Access Plan and Movement Plan to outline preferred locations for vehicle access (i.e. off laneways and side streets rather than a Victoria Street or Bridge Road frontage), whilst identifying areas where discretion may be applied due to unique context.

— Requiring ground floor setbacks at the rear where laneway widths constrain access.

— Providing a separate subcategory for pedestrian and cycling access. The Access Plan outlines desired shared zones, pedestrian links and access.

Proposed changes to definitions

Table 3 New and revised definitions adapting elements from recent DDOs in City of Yarra.

Term	Interim DDO	Proposed	Rationale
Vehicular access requirements *(C248 yarra)*	— Development must provide safe vehicular access from rear lanes or from side streets. — Development with redundant vehicle access points must reinstate the kerb, linemark parking bays, and relocate any parking signs. — Pedestrian access to buildings, including upper level apartments, must be from a street or a shared zone. Where pedestrian access can only be provided from a laneway, the pedestrian entrance must be setback from the rear laneway and well lit to enable safe access.	— Development should provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plan of this Schedule. This excludes locations identified as "Left In - Left Out Access Permitted" in the Access and Movement Plan of this Schedule.) — Development identified as "Left In - Left Out Access Permitted" in the Access and Movement Plan should limit the width of vehicle crossovers and incorporate 'Left In' and 'Left Out' only vehicle access. — Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs. — Car parking should be located within a basement or concealed from the public realm. — Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity. — Development as shown in Access and Movement Plan should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback and laneway should be a minimum width of 6m in total. Between ground level and first floor, a headroom clearance of 4.0 metres minimum should be achieved (for emergency vehicle access). — Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access	The proposed controls update the interim controls to clearly distinguish between vehicular access and pedestrian and bike access, providing clarity around the relevance of objectives. The objective requiring access from rear lanes and side streets has been altered from 'must provide safe vehicular access' to 'should provide safe vehicular access' to facilitate discretion in design responses where side or laneway interfaces are not appropriate. This discretion is guided by the accompanying Access and Movement Plan. The inclusion of an Access and Movement Plan in the Schedule provides greater detail and guidance in the application of discretion throughout the precinct, resulting in better, more site responsive approaches. The provision for a rear setback at ground floor to facilitate the ongoing function of the laneway is important to the orderly development of the area where, in the context of intensifying development, existing laneway widths may not be sufficient to facilitate increased access and servicing demands. The objective for redundant vehicle access points has been retained unchanged and contributes to the orderly redevelopment of the area. Similarly, the requirement for splays at changes in direction along laneways helps ensure that the laneway remains 'fit for purpose' while managing increased traffic movements in a safe and efficient access manner.
Pedestrian and bicycle access	None specified.	— Pedestrian access to buildings, should be achieved via streets (or shared zone shown on the Access and Movement Plan of this schedule) and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access. — Development should facilitate the creation of a shared zone where properties abut a future shared zone as shown on Plan. — Development should improve the pedestrian environment and amenity of streets and laneways that provide a pedestrian connection to *(street name)* Street, *(street name)* Street, and entrances to buildings. — Residential and commercial pedestrian entrances should be distinguishable from each other. — The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.	A new subcategory specifically related to pedestrian and bicycle access is warranted to provide greater clarity around the applicability of controls. The interim control relating to pedestrian access falls into this subcategory. The wording is changed from 'must' to 'should' to facilitate discretion guided by the Access and Movement Plan which will identify the preferred pedestrian approaches in each location. The implementation of the Access and Movement Plan facilitates the additional controls related to identifying shared zones in the precinct and pedestrian connections along key street. The addition of an objective seeking to distinguish residential and commercial building entries and provide appropriately sized residential lobbies will contribute to the legibility of streetscapes and create a clear sense of address to each building.

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3.14 Wind impacts

Recommendation 22: Apply the wind impacts requirements from the updated Better Apartment Design Standards to commercial buildings 5 storeys or greater.

Interim DDOs — key issues

The interim DDOs include the consideration of wind effects created by development as a decision guideline. However, this approach does not establish any criteria for assessing wind effects, and what should be considered an acceptable outcome with regard to impacts onto the public realm. The forthcoming update to the Better Apartment Design Standards (BADS) includes new standards for unsafe and comfortable wind conditions for buildings five storeys or greater. This standard should equally apply to commercial buildings in both centres to ensure that taller buildings do not detract from the quality of the public realm.

Figure 20 Assessment distances for wind impacts, *Apartment Design Guidelines for Victoria DRAFT Report 28/02/21.*

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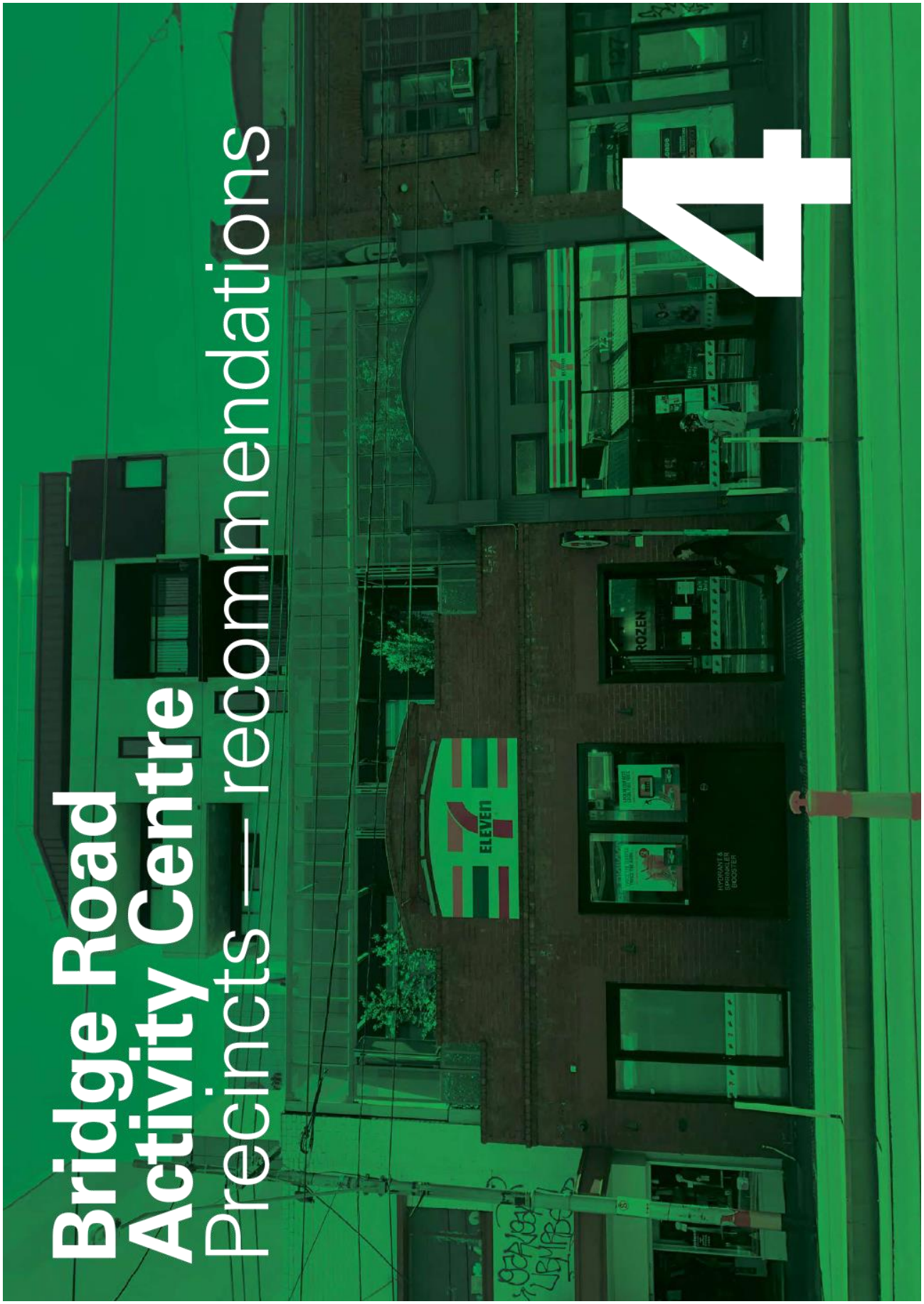

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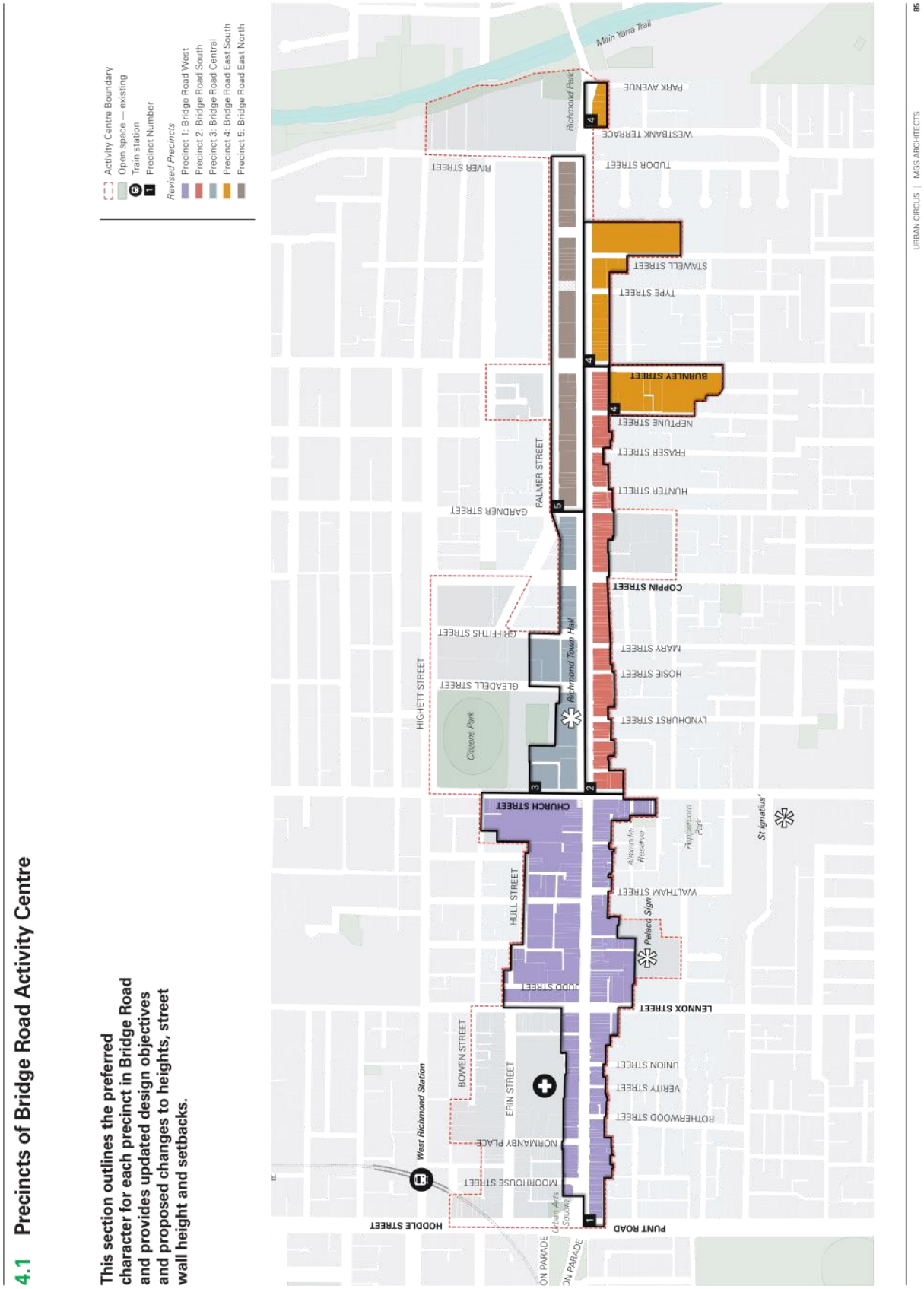

4.2 Precinct 1: Bridge Road West

Precinct character and proposed design objectives

Bridge Road West is anchored by Epworth Hospital Health Precinct on Richmond Hill and the Richmond Plaza redevelopment on the corner of Bridge and Church Streets. This is complemented by a diverse mix of fine-grain retail, dining, offices and inner-city living. The precinct's character and sense of place will continue to be defined by intact heritage streetscapes and heritage buildings on Bridge Road. This is contrasted by taller built form in the Health Precinct and the newly established mid-rise character on the northern side of Bridge Road. The precinct will continue to be a focus for housing and employment growth within the activity centre with mid-rise development on larger infill sites on the north site between Lennox Street and Church Street and within the proximity of the Pelaco building, and lower scale development on narrow infill sites and shop-top redevelopment of heritage buildings.

Figure 28 Pelaco sign a feature of the Richmond skyline

Proposed design objectives

- To support mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.
- To support high quality taller development on the north side of Bridge Road between Lennox Street and Church Street which transitions to the adjacent low rise residential neighbourhoods.
- To ensure development retains view lines to the Pelaco Sign, the Richmond Town Hall Clocktower and the spire and belfry of St Ignatius Church.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance, the creation of new through-block links and protecting sunlight access to the southern side of Bridge Road, Church Street, Lennox Street and Alexander Reserve.
- To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied in specific locations to:

- Maintain views to the Pelaco sign from the footpath at the north-west corner of Wellington parade and Hoddle Street
- Retain the visual prominence of intact heritage streetscapes and stand alone heritage buildings.
- Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas. In specific locations on the southern side of Bridge Road, the topography of Richmond Hill and the fall towards the south exacerbates these factors.
- Ensure the development achieves a respectful transition to low-rise residential areas.

Built form precedents

Figure 26 Upper level shop-house development above a 3 storey existing heritage street wall. Smith Street, Collingwood | MA Architects

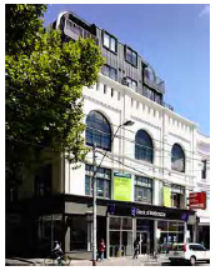

Figure 27 9 Smith Street in Fitzroy sensitively addresses the street frontage with a 3 -level podium and recessed upper floors. Nine Smith Street | MA Architects

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Precinct 1: Bridge Road West
Interim DDO heights, street wall and setbacks plan

Precinct 1: Bridge Road West
Proposed changes

Heights

01 Reduce heights on 44-70 Bridge Road from 15m to 11m to preserve view 2 to the Pelaco sign.

02 Reduce heights on lots fronting Bridge Road between Lennox Street to Church Street from 21m to 18m as these lots are consistent with lots to the west of Lennox Street in terms of fine-grain and heritage. The 21m height is retained to the rear towards the Pelaco buildings. This provides an appropriate increase in scale to the taller Pelaco building.

03 Reduce heights from 18m to 15m to provide an improved transition in scale towards the south and limit overshadowing outcomes to Alexander Reserve.

04 Reduce heights on the north-west corner of Church Street and Bridge Road, and along Cameron Street from 28m to 18m to match heights to align with built form outcomes of the Richmond Quarter redevelopment and to retain the integrity of fine-grain heritage buildings adjacent to Mary Rogers Square.

05 Reduce heights from 28m to 15m in consideration of narrow lot widths, heritage buildings and improving the transition in scale to lower scale development to the north of Cameron Street.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Applying Interface E — Side Street on side streets.

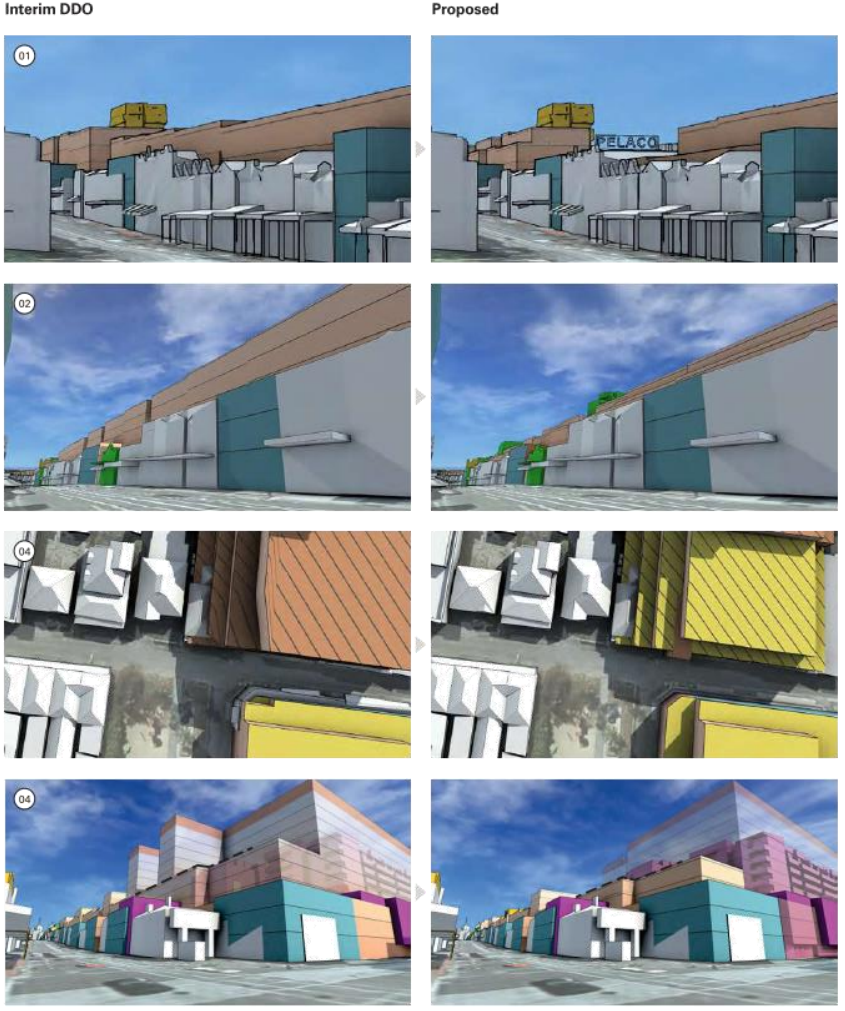
— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface.

NOTE: Additional upper level setbacks will be required for properties at 44-70 Bridge Road (10m approx.) and 72-78 Bridge Road (3m approx. at rear). The mandatory views to landmarks requirements will ensure that proposals will be assessed on a performance-based basis to ensure retention of views.

06 Apply Interface F — Residential Street interface on lots interfacing Alexander Reserve to ensure an appropriate transition in height towards open space.

07 Apply Interface A — Heritage (6m) on the north side of Bridge Road between Lennox Street and Judd Street. This reduces the front setback from a preferred 13m to a mandatory 6m. It would be difficult for future development to provide a 13m setback due to relatively shallow lot depth. Development should be encouraged on this site as there are no heritage buildings. A 6m upper level setback would also mirror the upper level setbacks on other corners on Lennox Street and Victoria Street to support a consistent streetscape at this major intersection.



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

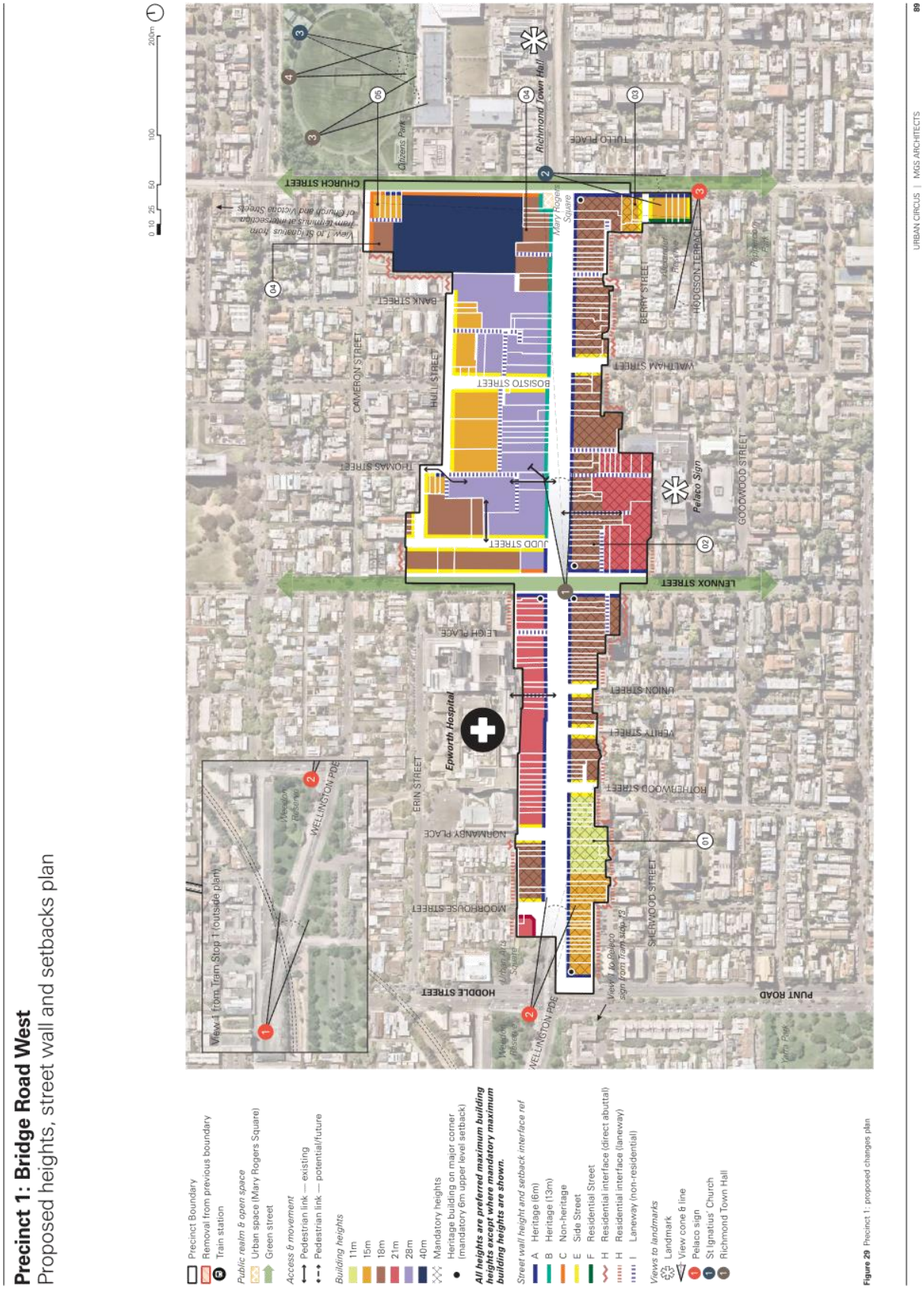


Figure 29 Precinct 1: proposed changes plan

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

4.3 Precinct 2: Bridge Road South

Precinct character

Bridge Road South is a vibrant destination for dining, retail and services building on its distinctive heritage qualities. The precinct's character and sense of place is defined by its highly intact heritage streetscape with a consistent heritage street wall of largely two storey Victorian era retail and commercial buildings including distinctive corner buildings addressing Bridge Road and side streets. The precinct's sunny wide footpaths, fine-grain shopfronts and cafés with outdoor dining will provide activity and visual engagement for people on the street. The precinct will support lower mid-rise development on narrow infill sites and shop-top redevelopment of heritage buildings.

Proposed design objectives

- To support lower mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.
- To ensure development retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of the St Ignatius Church.
- To retain the visual prominence of the return façades of corner heritage buildings and local landmarks.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance along Bridge Road and side streets and protects sunlight access to Church Street, Burnley Street and Coppin Street.
- To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied to all lots within this precinct to:

- Retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of the St Ignatius Church.
- Retain the visual prominence of intact heritage streetscapes and stand alone heritage buildings.
- Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas.
- Ensure the development achieves a respectful transition to low-rise residential areas.

Precedents

Figure 30 Well-resolved transition to abutting residential property at rear of infill development, Gertrude Street Apartments, Fitzroy | JCB

Figure 31 Shoptop development of heritage buildings with distinct upper level materiality and architectural expression Kolstrand Building | Graham Baba Architects

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 2: Bridge Road South
Interim DDO heights, street wall and setbacks plan

4.4 Precinct 2: Bridge Road South
Proposed changes

Heights
The mandatory maximum building heights (18m) in the interim built form controls are appropriate and allows for upper-level 'shoptop' development that retains the heritage frontage and the front room. However, achieving this height will be dependent on lot characteristics, such as width, depth and access via a rear laneway.

Street wall height and setbacks
In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street interface on side streets to encourage development on side streets. The current interim controls specify a mandatory upper level setback of 6 metres on the majority of side streets.

— Apply Interface A — Heritage (6m) interface on both frontages on corner of major cross streets where there is a heritage building. This includes:

- South-east corner of Church Street and Bridge Road
- South-west corner of Coppin Street and Bridge Road
- South-east corner of Coppin Street and Bridge Road

Boundary changes
(01) Relocate the area east of Burnley Street to Precinct 4: Bridge Road East South on the basis of differing character, less heritage constraints or buildings and lot characteristics. These lots are more consistent with these to the east of Type Street. This will allow for a more coherent built form approach for both precincts.

Interim DDO

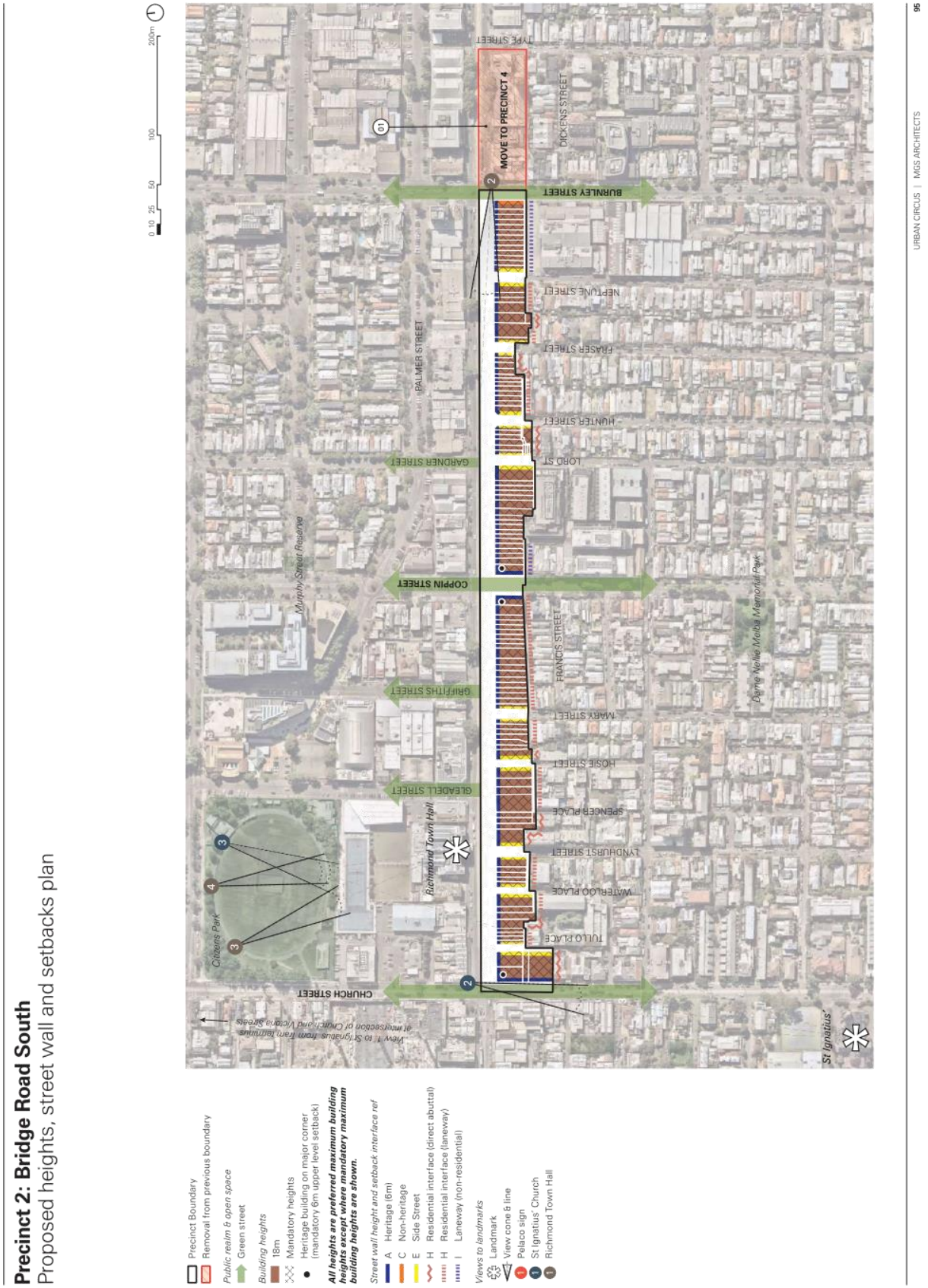
No interface requirements were specified for Tullo Place in the interim DDO, which would allow 5 storey sheer walls above heritage buildings.

Proposed

Interface A — uppermost level setback applied to corner of Church Street and Bridge Road results in a visually recessive built form outcome.

Interface E ensures that upper level setbacks are provided to facilitate higher streetscape amenity and recessive upper levels for heritage buildings.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

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4.5 Precinct 3: Bridge Road Central

Precinct character and proposed design objectives

Bridge Road Central is the civic and community heart of Bridge Road Activity Centre. The precinct is anchored by the Richmond Town Hall and forms a key activity node within Bridge Road adjoining the important open space, Citizens Park as well as recreational facilities, two high schools, childcare and maternal health. The Town Hall forecourt will be enhanced as a key public space providing a setting for the Town Hall and the former police station with Gleadell Street and Griffiths Street enhanced as greener and more pedestrian focussed streets linking Bridge Road to the precinct's civic and community facilities. The precinct will support new housing and employment within mid-rise development of varying heights, widths and character while retaining the prominence of clusters of heritage buildings. Key views to across the precinct from Citizens Park and the corner of Bridge Road and Church Street to the iconic Richmond landmarks, the Richmond Town Hall and St Ignatius' spire and belfry will be maintained.

Figure 32 Campus arrangement of Richmond Town Hall clock tower and former police station with spacing between buildings creating a sense of openness that should be maintained by adjoining development.

Proposed design objectives

- To support lower mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.
- To ensure development retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of the St Ignatius Church.
- To retain the visual prominence of the return façades of corner heritage buildings and local landmarks.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance along Bridge Road and side streets and protects sunlight access to Church Street, Burnley Street and Coppin Street.
- To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied to specific locations within this precinct to:

- Retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of the St Ignatius Church.
- Retain the visual prominence of intact heritage streetscapes and stand alone heritage buildings.
- Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas.
- Ensure the development achieves a respectful transition to low-rise residential areas.

Precedents

Figure 33 Well-designed mid-rise development with separation and thoroughfare links, is encouraged between Gleadell Street and Griffiths Street. Nightingale | Breathe

Figure 34 Gleadell and Griffiths Street could be upgraded to provide a clear pedestrian focus and to enhance the market/ event experience.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 3: Bridge Road Central
Interim DDO heights, street wall and setbacks plan

Precinct 3: Bridge Road Central
Proposed changes

Heights

01 Reduce heights from 18 to 15m on the former Richmond Police Station and the Richmond Town Hall to protect views to St Ignatius' and explicitly note the limited development potential of these sites.

Street wall height and setbacks

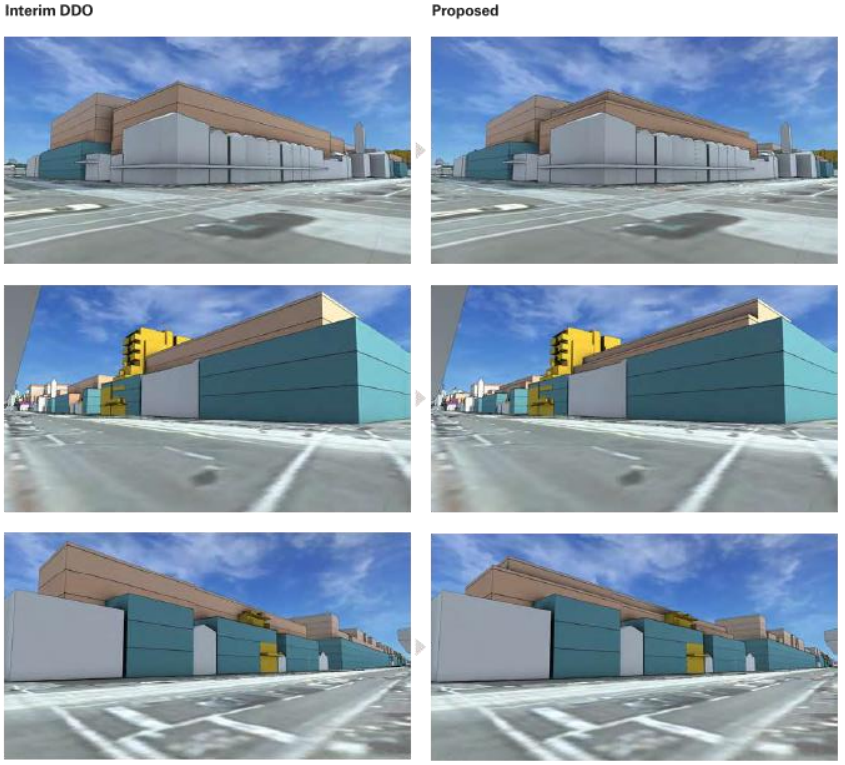
In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street on side streets to encourage development on side streets. The current interim controls specify a mandatory upper level setback of 6 metres on the majority of side streets.

— Apply Interface C — Non-heritage consistently on Gleadell Street and Griffiths Street for a preferred, instead of mandatory, upper level setback of 6 metres. However, the 13m upper level setback should be retained for the former Metropolitan Gas Company Gas Inspector's Residence at 17 Gleadell Street.

— Apply Interface A — Heritage 6m interface on both frontages on corner of major cross streets where there is a heritage building. This includes:

- North-east corner of Church Street and Bridge Road
- North-east corner of Coppin Street and Bridge Road



Interface A — uppermost level setback results in a visually recessive built form outcome.

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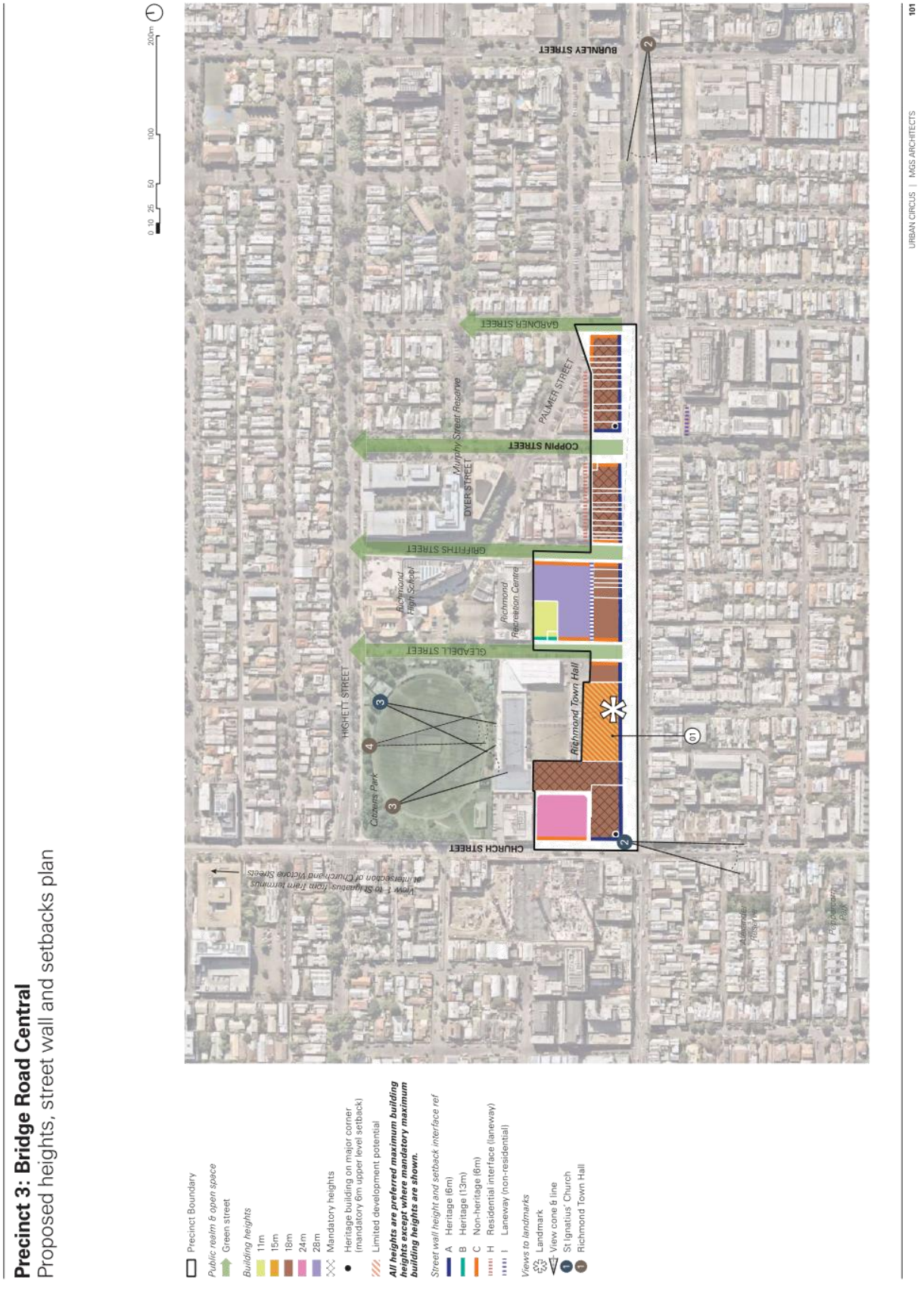

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

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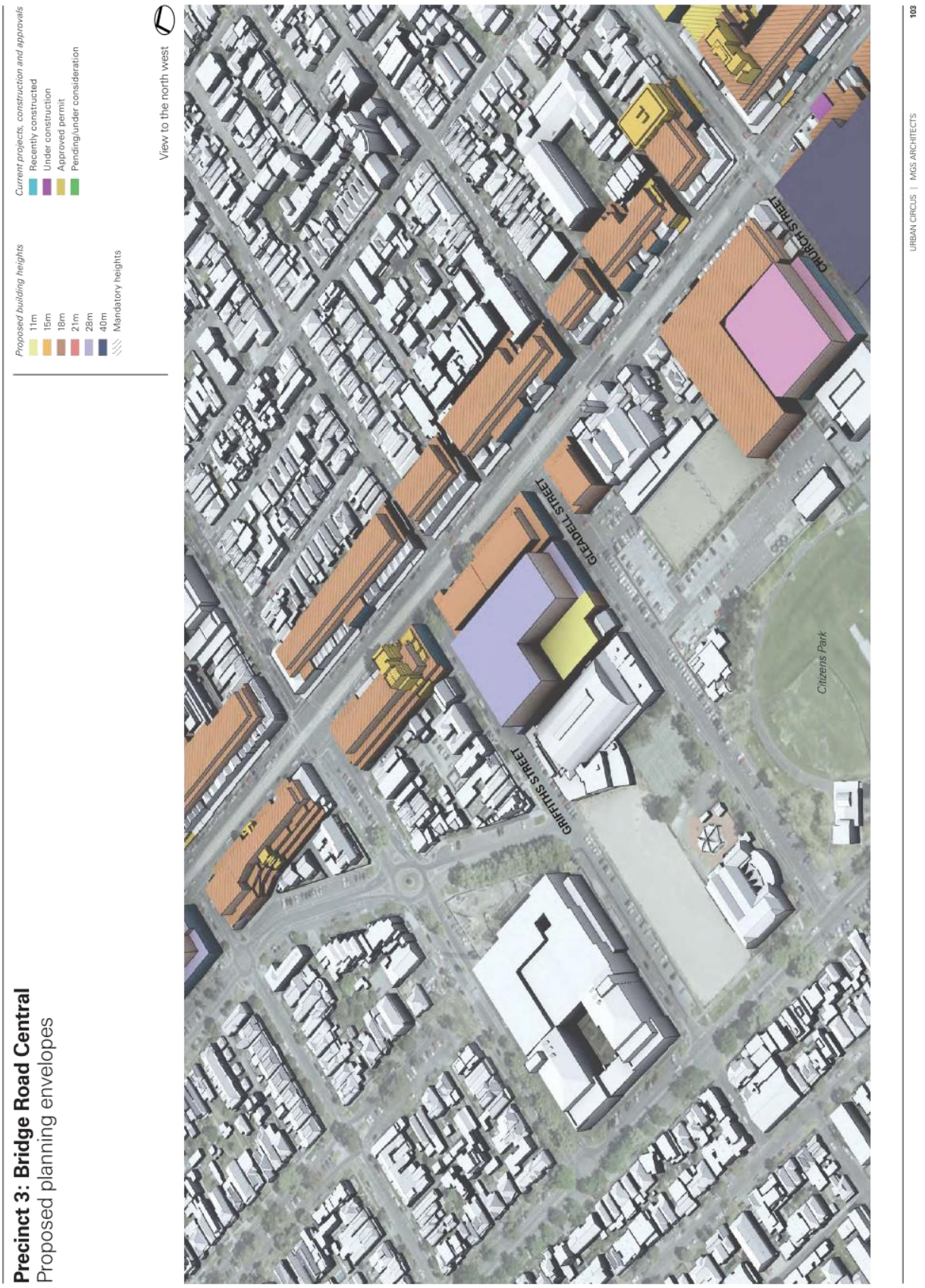


4.6 Precinct 4: Bridge Road East South

Precinct character and proposed design objectives

Bridge Road East South will be renewed as an employment focussed mixed-use and housing precinct. The prominence of the Former Flour Mill and Grain Store Complex (534-534A Bridge Road on the south-east corner of Bridge Road and Type Street will be maintained as a local landmark within the precinct. The precinct's character and sense of place will be transformed with well-designed mid-rise redevelopment of two large sites on Burnley Street and Stawell Street. This will compromise of multiple buildings which offer views to the sky from the street and establishes a varied skyline when viewed from surrounding areas. The Stawell Street redevelopment will provide a high quality transition to the Racecourse Heritage Precinct through landscaped setbacks.

Figure 36 The Flour Mill & Grain Store Complex at 534 Bridge Road will be preserved and enhanced as a local landmark.

Proposed design objectives

— To support mid-rise development on Bridge Road that maintains and reinforces the prominence of the street wall character.

— To support taller development at 566 Bridge Road and 188-198 Burnley Street that provides a high quality transition to the adjacent Racecourse Heritage Precinct and lower scale residential areas, creates engaging street frontages and provides physical and visual permeability through breaks in the built form.

— To ensure development maintains the visual prominence of local landmarks, Former Flour Mill and Grain Store Complex and Bridge Hotel, heritage buildings and heritage streetscapes.

— To ensure development enhances the pedestrian experience through street activation and passive surveillance and protects sunlight access to Burnley Street.

— To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied in specific locations within this precinct to:

— Retain the visual prominence of intact heritage streetscapes and stand alone heritage buildings.

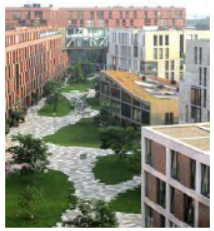
— Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas.

— Ensure the development achieves a respectful transition to low-rise residential areas.

Precedents

Figure 35 Each building within the complex has its own architectural expression and they share programmable courtyards which can be used by local residents and businesses

Figure 37 The mixed development brings architectural diversity to the precinct. High quality green spaces and thoroughfares should be provided.



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 4: Bridge Road East South
Interim DDO heights, street wall and setbacks plan

Precinct 4: Bridge Road East South

Proposed changes

Heights

01 Reduce heights between Type Street and Stawell Street from 21m to 18m. This will ensure a consistent approach is undertaken in relation to fine-grain lots along the Bridge Road frontage and help ensure the visual prominence of the former Flour Mill & Grain Store Complex as a local landmark.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

02 Retain the existing private right-of-way and apply the non-residential laneway interface.

03 — Apply a ground level setback of 6 metres on the eastern and southern boundary of the Officeworks site to provide for a landscape buffer to the Racecourse Precinct to the east and the existing lower scale apartment development to the south.

— Apply a ground level setback of 2 metres on the western and northern boundary of the Officeworks site to ensure retention of trees.

Boundary changes

04 Include the area in the Commercial 2 Zone currently outside the interim DDO to the south-west of Burnley Street as this area contains very large sites with high development potential.

05 Include the area east of Burnley Street from Precinct 2: Bridge Road South provide for a more coherent built form approach for both precincts.

Interim DDO

Proposed

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

4.7 Precinct 5: Bridge Road East North

Precinct character and design objectives

Bridge Road East North will be transformed into a diverse mixed-use precinct as a preferred location for housing and employment growth within Bridge Road Activity Centre. The prominence of the Royal Oak Hotel on the north-east corner of Bridge Road and Burnley Street will be maintained to mark the centre to the precinct from the south and west. Elsewhere, the precinct's character and sense of place will be redefined by well-designed mid-rise development of up to 8 storeys with breaks between upper levels of buildings that provide views to the sky from the street and establishes a varied skyline when viewed from surrounding areas. This renewal will support a greater mix of uses, including residential, retail, offices and services and provide higher levels of street activation and visual engagement with the tree-lined streets of Bridge Road and Palmer Street and the potential new open space on Whites Place.

Proposed design objectives

— To support a new mid-rise character that creates a consistent taller built form edge on Bridge Road and Palmer Street and responds to the interface with industrial areas and low scale residential areas to the north.

— To ensure development provides building separation and views to the sky above the street wall when viewed from the northern footpath of Palmer Street and/or the southern footpath of Bridge Road.

— To ensure development maintains the visual prominence of the Royal Oak Hotel and other heritage buildings.

— To ensure development enhances the pedestrian experience through street activation and surveillance and protecting sunlight access to the southern side of Bridge Road, Burnley Street and any potential future urban space at Whites Place.

Mandatory heights

Mandatory maximum building heights will be applied to all lots within this precinct to:

— Retain the visual prominence of the Royal Oak Hotel on the prominent Bridge Road and Burnley Street corner.

Precedents

Figure 38 The new factory and office combines a roof top garden and cafe accessible by the public contributes to the vibrancy of the precinct. NOERD | Spillmann Echsle Architects

Figure 39 The Royal Oak hotel will remain an important location within the precinct

Figure 40 Office combined with high quality public spaces and retail on the ground floor help to create an activated and pleasant precinct.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 5: Bridge Road East North
Interim DDO heights, street wall and setbacks plan

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 5: Bridge Road East North

Proposed changes

Heights

(01) Reduce heights from 28m to 18m to preserve the integrity of heritage buildings at:
- Royal Oak Hotel, 529-533 Bridge Road (HO529)
- 130 Palmer Street and 635-639 Bridge Road (HO310)

Building separation

Buildings greater than 21m in height will be required to provide full separation above the street wall to provide clear views to the sky between taller buildings. This will require lots to be sufficiently wide enough to provide 4.5m separation the common boundary with a feasible floorplate width and depth.

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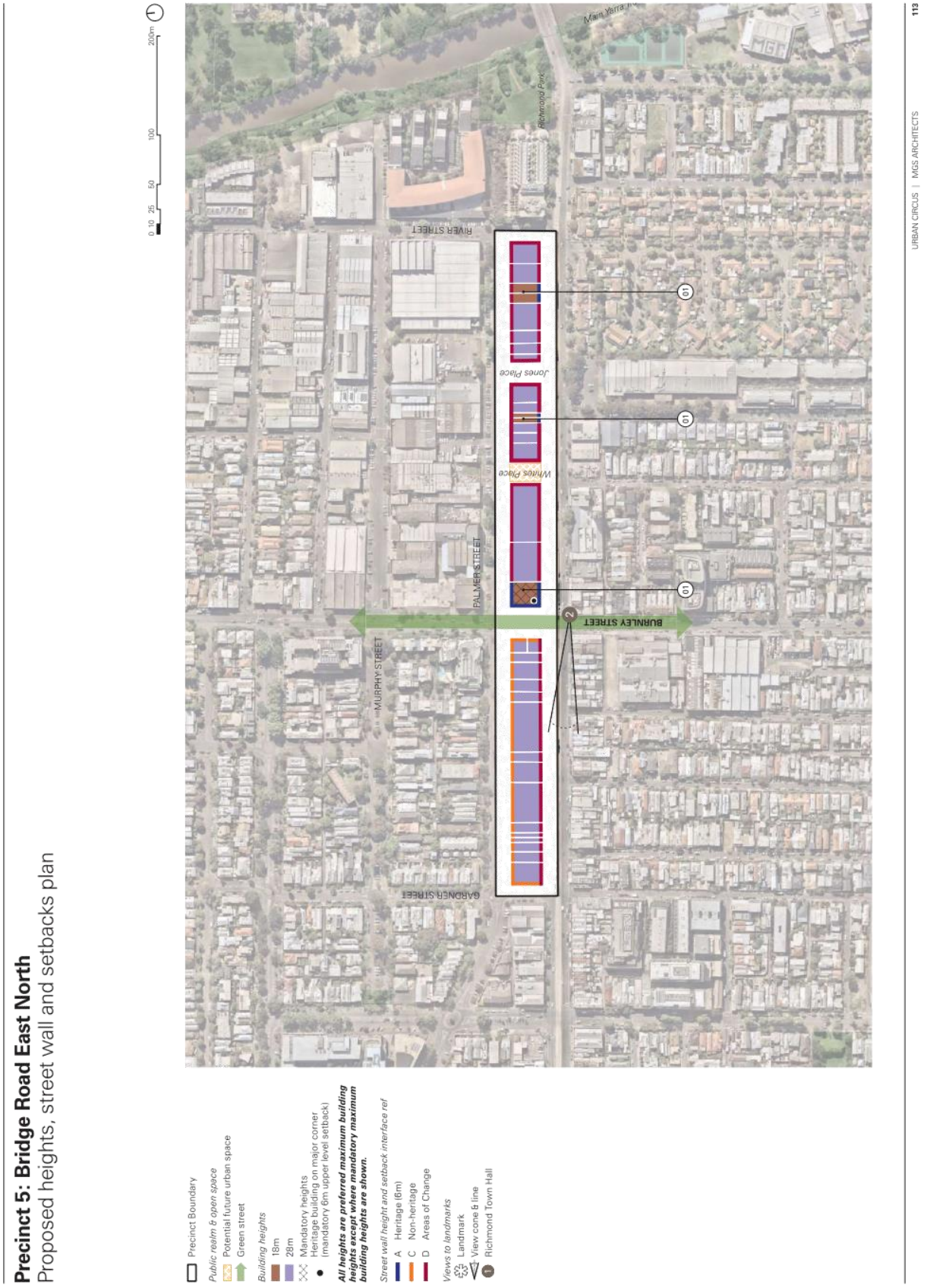

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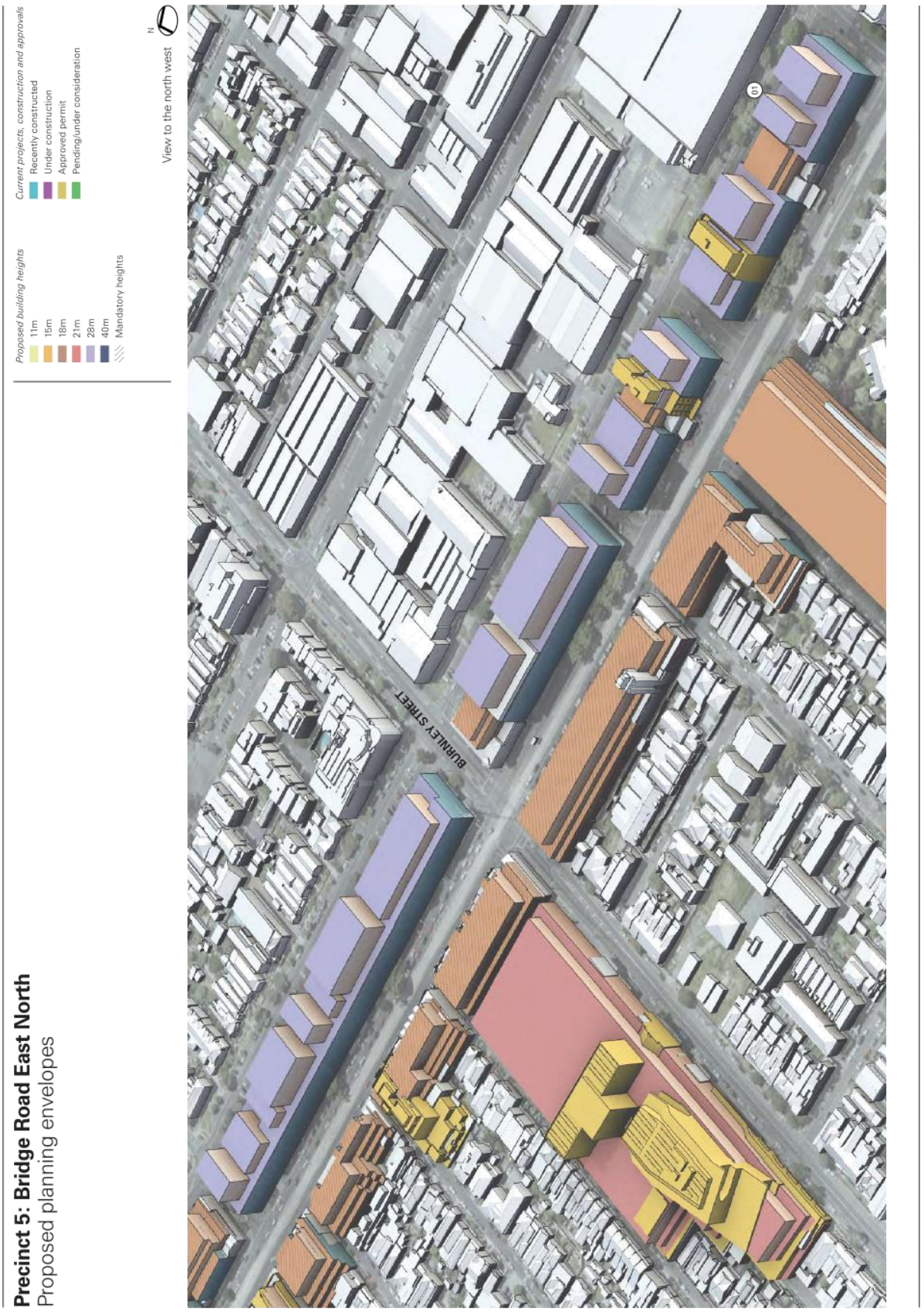

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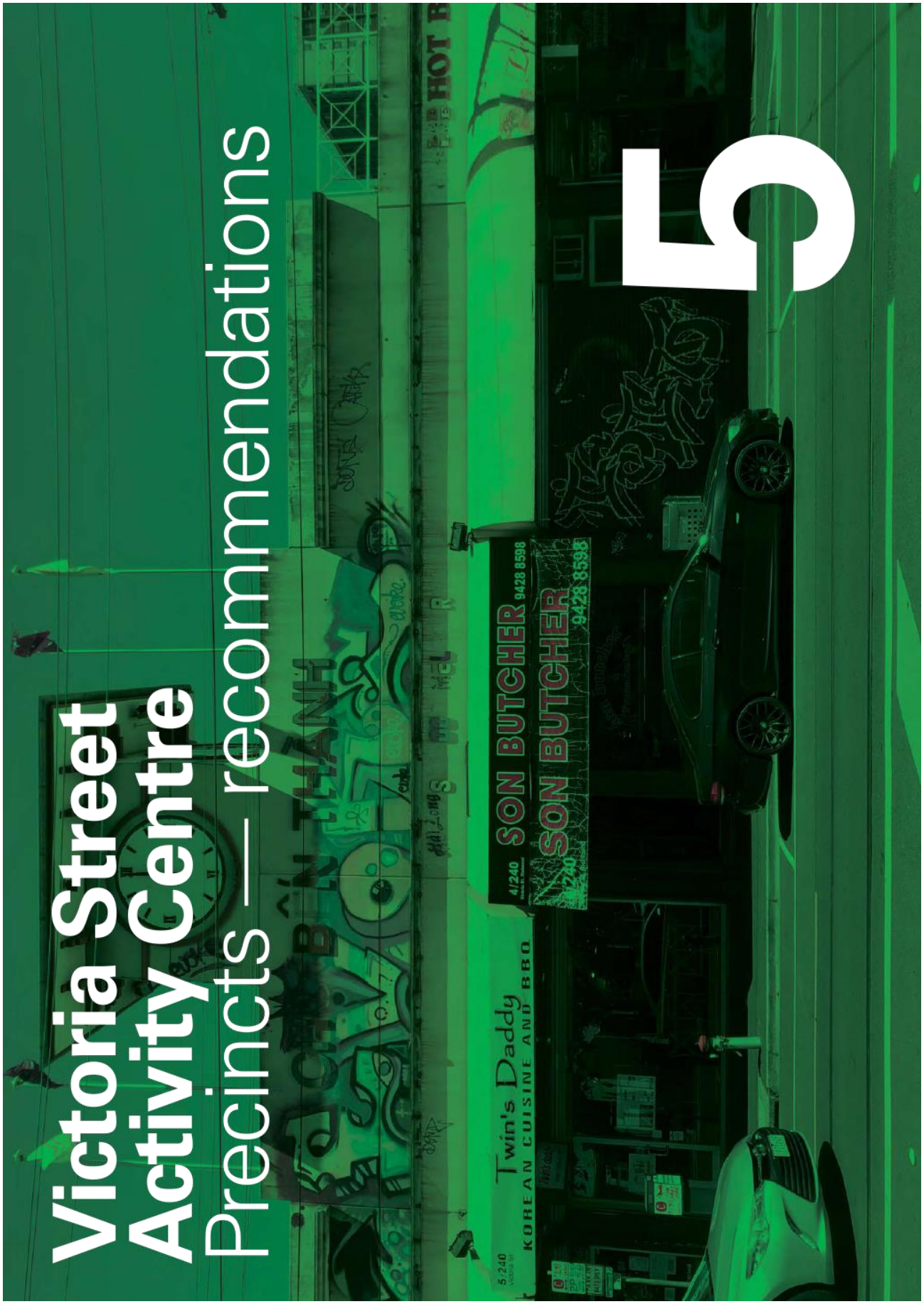


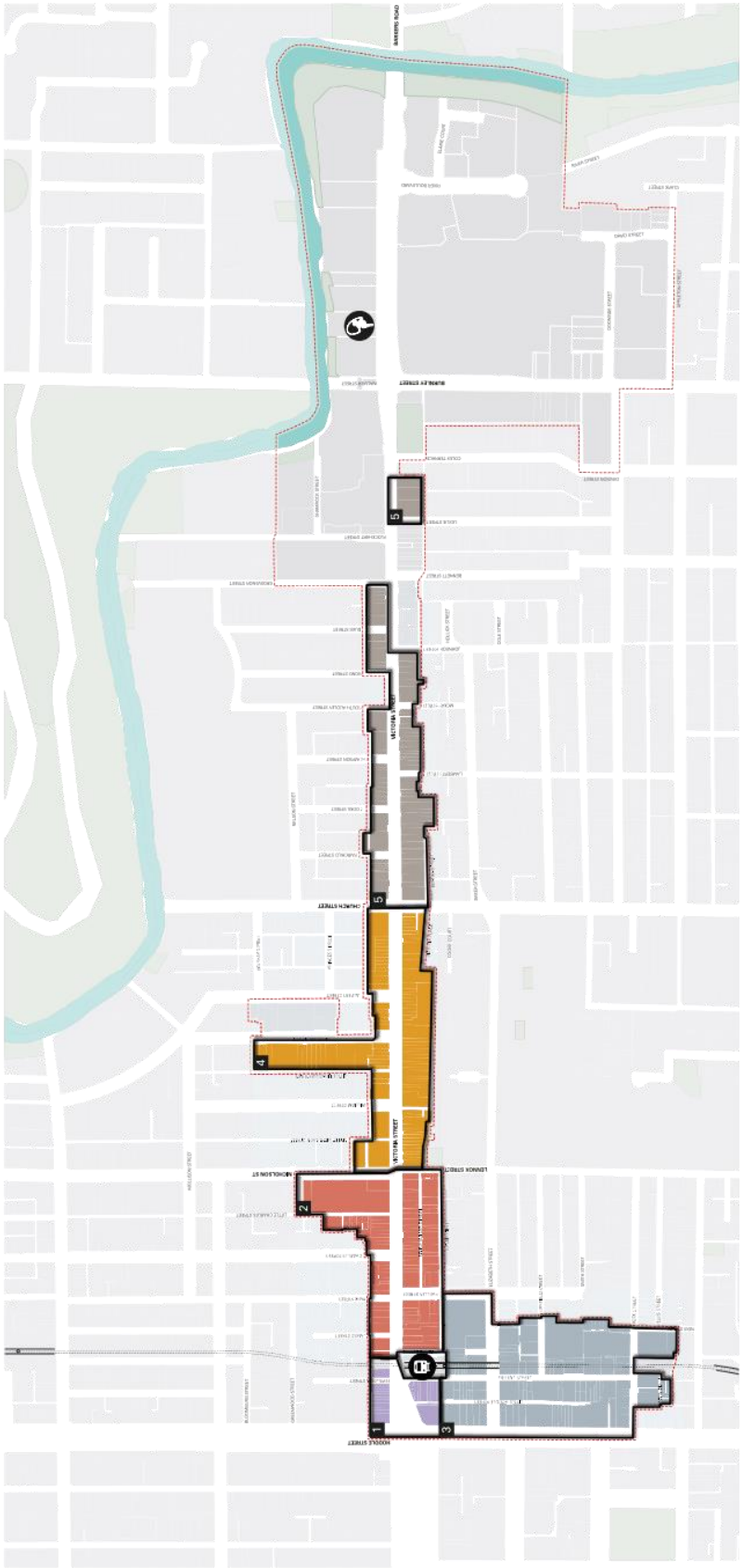
Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

5.1 Precincts of Victoria Street

This section outlines the preferred character for each precinct in Victoria Street and provides updated design objectives and proposed changes to heights, street wall height and setbacks.

Activity Centre Boundary
Open space — existing
Train station
Precinct Number

Revised Precincts
Precinct 1: Victoria Street West
Precinct 2: Victoria Street Central
Precinct 3: North Richmond Station
Precinct 4: Victoria Street East
Precinct 5: Victoria Street End



Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

5.2 Precinct 1: Victoria Street West

Precinct character and design objectives

Precinct character

Victoria Street West provides the entry to the activity centre from Victoria Parade. The distinctive sense of arrival is created by the Victoria Street Gateway and the narrowing street profile towards the elevated railway bridge. The precinct's character and sense of place is defined by the intact heritage streetscape on the northern side which is bookended by the prominent former State Savings Bank on the corner, and low-rise heritage dwellings along Regent Street. This will be complemented by mid-rise development on the south-eastern corner of the intersection of Hoddle and Victoria Streets creating a compact precinct of contrasting built form that places an emphasis on the architectural qualities of heritage buildings. The public realm of the precinct will be enhanced with a new high-quality pocket park at the Gateway Triangle.

Proposed design objectives

- To support lower mid-rise development that maintains the prominence of the heritage street wall and local landmarks and respects the architectural form and qualities of heritage buildings and the heritage streetscape.
- To enhance the prominent south-west corner of Hoddle and Victoria Streets through high quality taller development that creates a strong address to each street frontage.
- To ensure development respects and appropriately transitions to the low scale heritage buildings in Regent Street.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance along Victoria Street and its side streets, including Little Hoddle Street and protects sunlight access to the southern side of Victoria Street and the open space opposite the Victoria Street Gateway.

Mandatory heights

Mandatory maximum building heights will be applied in specific locations to:

- Retain the visual prominence of intact heritage streetscape and stand alone heritage buildings.

Built form precedents

Figure 55 Victoria Street Gateway, Ground floor retail activation with upper residential floors, 22 Peel Street, Fitzroy | Jackson Clements Burrows Architects

Figure 56 Heritage top-up development to deliver high quality residential sensitively, Napier street, Fitzroy | Woods Baggot.

Figure 57 Mid rise developments providing superior amenity to residents. Napier Street | Milieu Property.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 1: Victoria Street West

Current heights, street wall and setbacks plan

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 1: Victoria Street West

Proposed changes

Heights

(01) Apply mandatory heights at 231-251 Bridge Road to preserve the integrity of the intact heritage buildings and streetscape on this north-east corner of Hoddle Street and Victoria Street.

(02) Reduce heights on Regent Street from 18m to 11m to preserve the integrity of single storey heritage buildings at 2-4 Regent Street (HO399) & 10-16 Regent St (HO400)

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street on Ferguson Street. The current interim controls do not specify any requirements along this street, which potentially compromise the integrity of the heritage buildings on the north-east corner of Ferguson Street.

Precinct 1: Victoria Street West
Heights, street wall and setbacks

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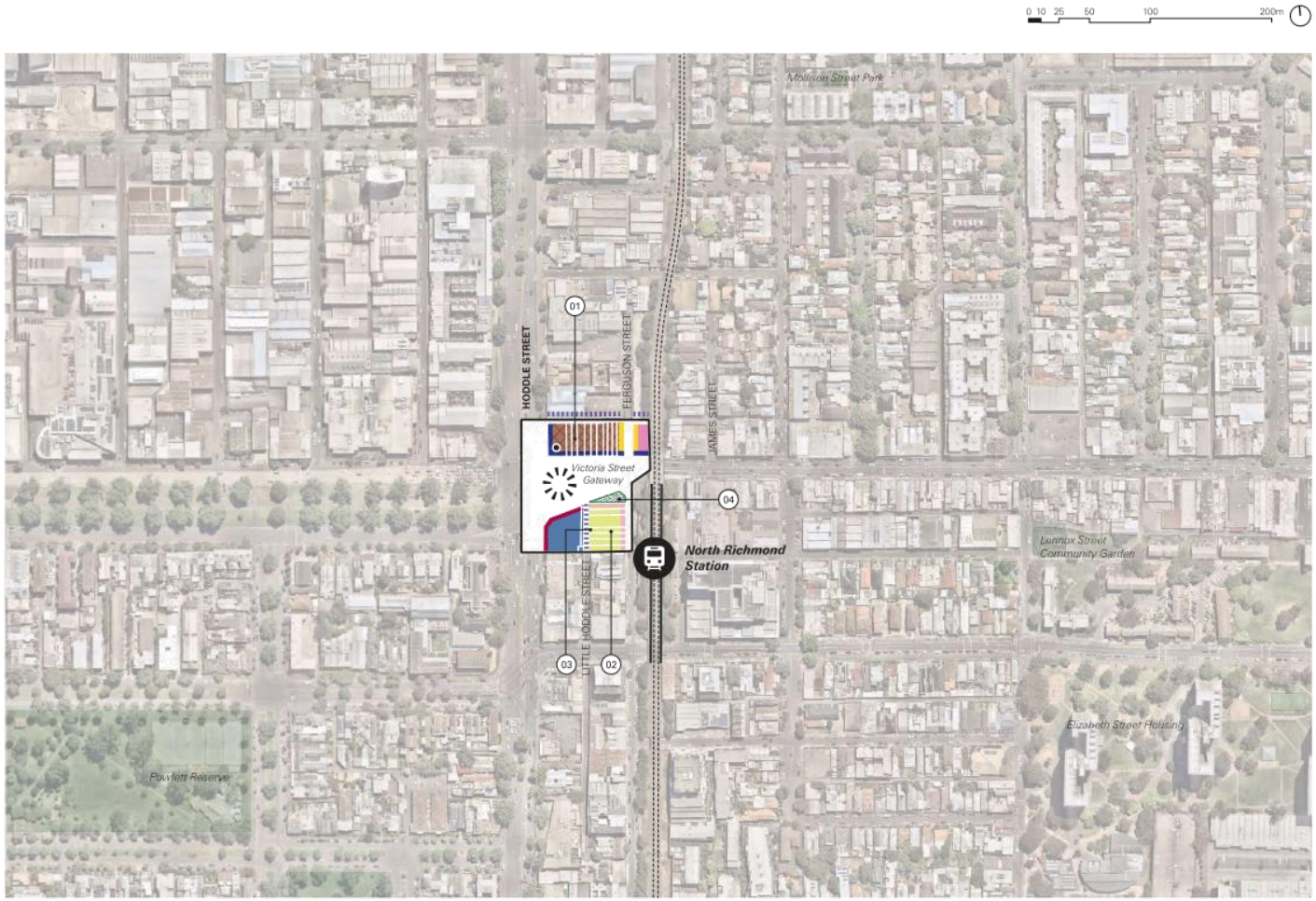


Figure 59 Church Street node

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

5.3 Precinct 2: Victoria Street Central — Rail line to Nicholson Street

Precinct character and design objectives

Precinct character

Victoria Street Central will continue to be a vibrant destination for retail and cafes, restaurants and outdoor dining, enterprise and inner-city living. The precinct's character and sense of place will continue to be defined by its varied mix of intact heritage buildings and streetscapes, former industrial buildings which will be complemented by well-designed mid-rise development of varying scales. This will be achieved through lower mid-rise renewal above and behind existing shopfronts that retains the visual prominence of the heritage buildings and responds to lower scale residential areas on Butler Street, and well-designed taller mid-rise development adjacent to North Richmond station. The amenity and safety of the public realm of the precinct will be improved through an upgraded station entry space on Jonas Street and higher levels of street activation and passive surveillance to the station, streets and laneways within the precinct.

Proposed design objectives

— To support mid-rise development that maintains and reinforces the prominence of the existing street wall and fine grain character and pattern of shops and restaurants along Victoria Street.

— To ensure development respects the architectural form and qualities of heritage buildings, local landmarks and the heritage streetscape.

— To support high quality new buildings adjoining North Richmond Station with mixed uses that activate and improve pedestrian connections to the station, including a potential future urban space at Jonas Street.

— To ensure development enhances the pedestrian experience through street activation and passive surveillance along Victoria Street and its side streets, enhancing pedestrian connections to the North Richmond Station and protecting sunlight access to the southern side of Victoria Street, Shelley Street, Charles Street, Nicholson Street and the Butler Street Park.

— To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied in specific locations to:

— Retain the visual prominence of intact heritage streetscapes and stand alone heritage buildings.

— Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas.

— Ensure the development achieves a respectful transition to low-rise residential areas.

Built form precedents

Figure 64 Infill development reflecting surrounding heritage to provide retail and office space. Arc | Koichi Takada Architects

Figure 65 Affordable workspaces and opportunities on offer at The Klotski Building | Graham Baba Architects

Figure 66 Mixed use infill development in St Kilda | Matt Gibson Architecture

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 2: Victoria Street Central — Rail line to Nicholson Street

Current heights, street wall and setbacks plan

Precinct 2: Victoria Street Central — Rail line to Nicholson Street

Proposed changes

Heights

(01) Apply mandatory height controls to lots affected by HO408 (between Shelley Street and Lennox Street).

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Applying Interface E — Side Street on side streets.

— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface (i.e. Little Charles Street and Little Butler Street).

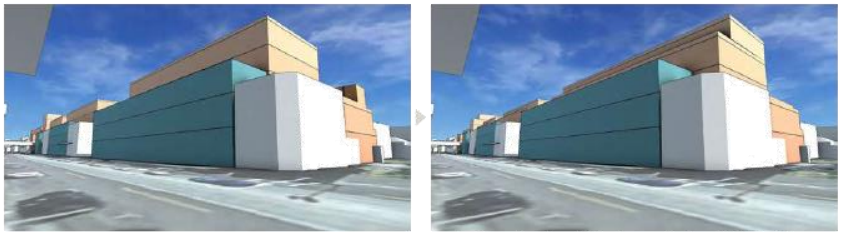
(02) Apply Interface E — Side Street on Butler Street to support lower mid-rise development of up to 4 storeys in response to lot constraints (i.e. shallow lot depth of 25m).

(03) Apply Interface H — Non-residential laneway on Little Charles Street to align with existing conditions and role of Little Charles Street as a service laneway. It should be noted, the eastern interface is already defined by recent development, whereas the western interface is largely built to the boundary and contains warehouses and commercial buildings.

Interim DDO

Proposed

Interface E - side street, consistent streetwall hight along Shelley street with overall height on Butler street reduced to transition to adjoining residential areas to the south.

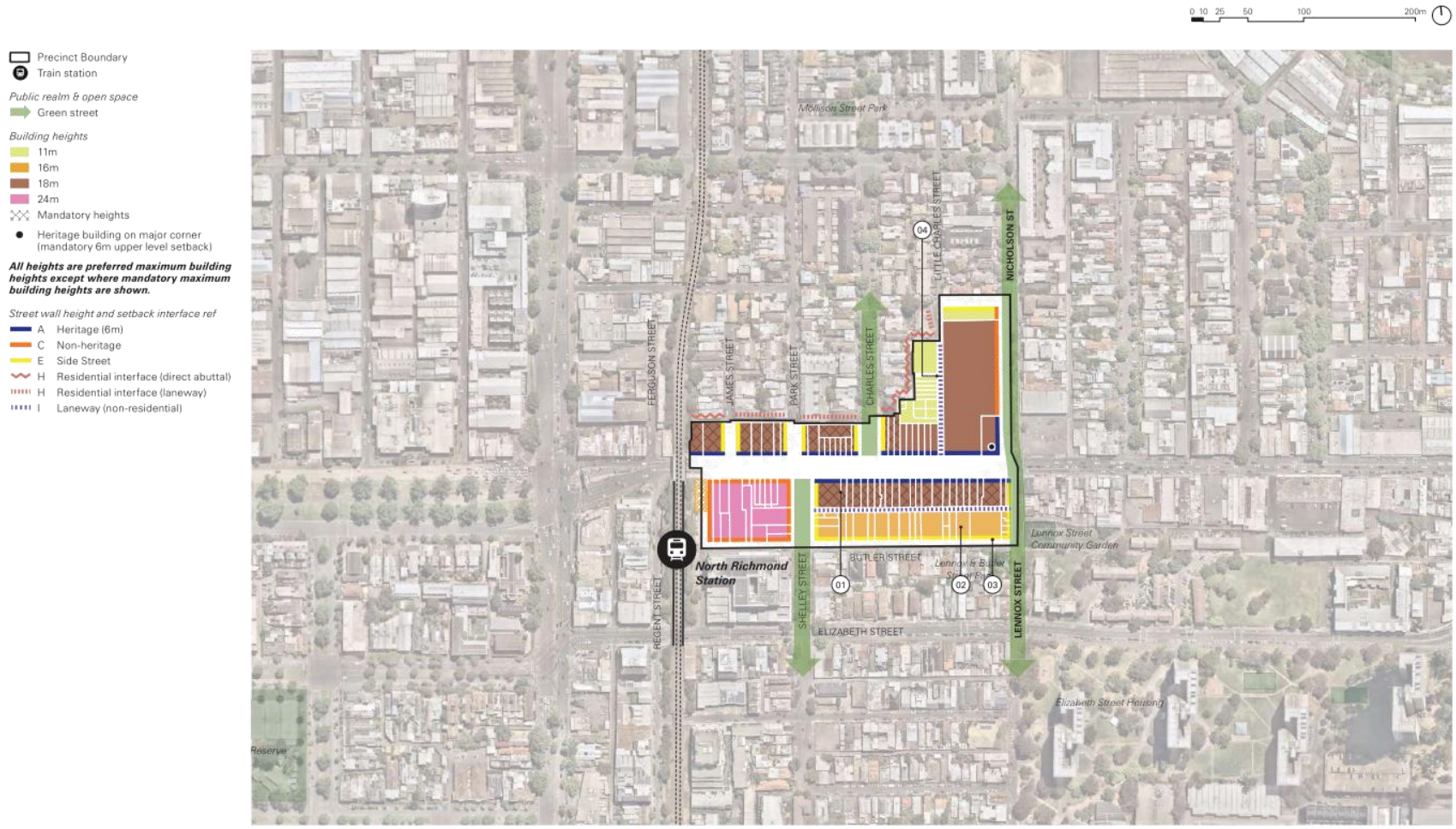


Interface A - retain mandatory heights between Charles and Park St including uppermost level setbacks

Interface A - north-east corner Nicholson Street and Victoria Street, heritage building on major corner, 6m mandatory setback and uppermost level setback to ensure new development is visually recessive.

Precinct 2: Victoria Street Central — Rail line to Nicholson Street

Heights, street wall and setbacks



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Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

5.4 Precinct 3: North Richmond Station

Precinct Character

Precinct character

North Richmond Station will be dense mixed-use corridor and a focus of housing and employment growth situated on both sides of the railway line. The precinct's character and sense of place will be refined as former industrial buildings along Regent Street and around the North Richmond Station are developed for mid-rise development and well-designed taller commercial and office developments on Hoddle Street responding to its wider boulevard character. Future development will provide high-quality with higher levels of street activation, passive surveillance and visual engagement with the street to improve the amenity and safety for pedestrians, particularly for those travelling to and from North Richmond Station. This will be supported by upgrades to Little Hoddle Street as high amenity shared zone that strengthens pedestrian connections from Hoddle Street to Regent Street and the station. The scale of buildings will transition down in height towards lower scale residential areas to the south and east.

Proposed design objectives

- To promote quality building design and a new mid-rise character on Hoddle Street that reinforces the importance of the boulevard and improves its pedestrian environment and landscape character.
- To support a new mid-rise character on Regent Street and on the larger sites east of the railway line with lower built form at the interfaces with streets and the adjoining low-rise residential areas.
- To ensure development maintains the visual prominence of heritage buildings.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance to all streets, including Little Hoddle Street and the streets leading to the North Richmond Station and protects sunlight access to Elizabeth Street – a key pedestrian and cycling route.
- To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

No mandatory building heights will be applied to Precinct 3.

Built form precedents

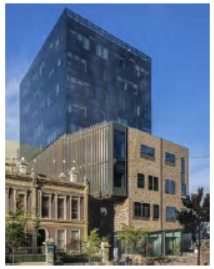


Figure 70 Mid-rise office with tower. Epworth Freemasons Cancer Centre | JWA.

Figure 71 The creative precinct development At Mateo recreated the warehouse heritage of the site by adaptively reusing materials on site | Edge Architecture

Figure 72 Active laneway for little hoddle street. Guildford Lane, Melbourne.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 3: North Richmond Station
Current heights, street wall and setbacks plan

Precinct 3: North Richmond Station

Proposed changes

Heights

No changes in height are proposed for this precinct as current heights will support a new mid-rise character along the corridor while lower heights combined with residential interface requirements will ensure a transition is provided to lower scale residential areas to the south and east.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface (i.e. Little Hoddle Street)

(01) Apply Interface A along Garfield Street, placing the mandatory upper level setback requirement as the heritage building at 14 Garfield Street (Marchants Pty Ltd stables) have been demolished through recent development.

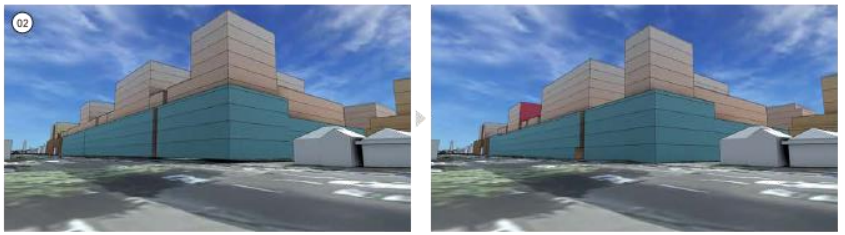
Building separation

Buildings greater than 21m in height will be required to provide full separation above the street wall to provide clear views to the sky between taller buildings. This will require lots to be sufficiently wide enough to provide 4.5m separation the common boundary with a feasible floor plate width and depth.

Pedestrian permeability

(02) Future development at 67 Hoddle Street (Childcare) and 71 Regent Street should retain and enhance the existing informal pedestrian connection between Hoddle Street, Little Hoddle Street and Regent Street.

Interim DDO | **Proposed**



Interface D - future development of 67 Hoddle Street should provide for lane widening to create a shared zone and formalise pedestrian link to Little Hoddle Street

Interface D - Building separation controls will ensure views to the sky between buildings

Interface A - applied to heritage buildings on regent street with 6m setback.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 3: North Richmond Station
Heights, street wall and setbacks

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

5.5 Precinct 4: Victoria Street East
Precinct character

Precinct character

Victoria Street East will be renewed as a destination for retail, dining, and inner-city living. The precinct's character and sense of place will be fined by a consistent street wall comprising of a fine-grain pattern of shopfronts along Victoria Street with well-designed mid-rise development continuing this rhythm at the ground plane to provide higher levels of street activation and passive surveillance. Lithgow Street will support low to lower mid-rise development along that retains the fabric of existing heritage buildings and provides a respectful transition to low-rise residential areas. The amenity and walkability of the precinct for pedestrians will be enhanced through new and upgraded pedestrian connections between Victoria Street and Elizabeth Street which will provide green connections to future open spaces and the Elizabeth Street housing precinct.

Proposed design objectives

- To support mid-rise development that maintains and reinforces the prominence of the existing street wall and fine grain character and pattern of shops and restaurants along Victoria Street.
- To ensure development respects the architectural form and qualities of heritage buildings and the heritage streetscape in Victoria Street and along Lithgow Street.
- To support a new mid rise character between Lennox Street and Church Street with high quality new buildings that activate and improve the public realm.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance on Victoria Street and its side streets, improved pedestrian connections from Victoria Street to Elizabeth Street and protecting sunlight access to the southern side of Victoria Street, Nicholson Street, Lithgow Street, Albert Street and Church Street.
- To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied to all lots within this precinct to:

- Retain the visual prominence of stand alone heritage buildings.
- Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas.
- Ensure the development achieves a respectful transition to low-rise residential areas.

Built form precedents

Figure 78 The James Street Precinct combines multiple small retail tenancies within one larger precinct | Cox Rayner Architects

Figure 79 The Provider Productive Centre provides mixed uses from creative spaces, community areas, workshops and residential spaces | Natura Futura Arquitectura

Figure 80 Play and natural landscapes are integrated into this shared pathway, Kings Crescent Estate | MUF Architecture

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 4: Victoria Street East
Current heights, street wall and setbacks plan

Precinct 4: Victoria Street East
Proposed changes

Heights

01 Reduce heights on Victoria Street between Lennox Street and the existing laneway (Post Office Walk) from 24m to 18m and reduce overshadowing to the Lennox Street Community Garden from overshadowing.

02 Height reduction and application of mandatory height controls to lots fronting Victoria Street between Little Lithgow Street and Lithgow Street which are primarily occupied by heritage buildings (HO58 and HO59).

03 Reduce heights from 18m to 11m at 25-33 Lithgow Street to preserve the integrity of the narrow row of heritage buildings. The single storey houses at 25-33 Lithgow Street will be visually dominated if development above 11m was to occur within their property boundaries.

04 Reduce heights from 18m to 15m at the former Cordial Factory (35-47 Lithgow Street) will protect the visual prominence of the former Cordial Factory and provide for an appropriate transition to surrounding single and two-storey scale heritage places (HO28 and HO339).

05 Reduce heights from 24m to 18m between Little Lithgow Street and Lithgow Street to provide an appropriate transition to lower scale residential areas zoned.

06 Reduce heights from 24m to 18m to provide a consistent built form outcome to all corners within the precinct, and to reflect a realistic achievable height on comparatively shallow sites.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street on side streets.

— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface (i.e. section of Little Lithgow Street)

07 Future development at 218-242 Victoria Street through potential consolidation should provide a high quality north-south pedestrian connection from Victoria Street to Elizabeth Street. The provision of this new connection could be exchanged for greater height.

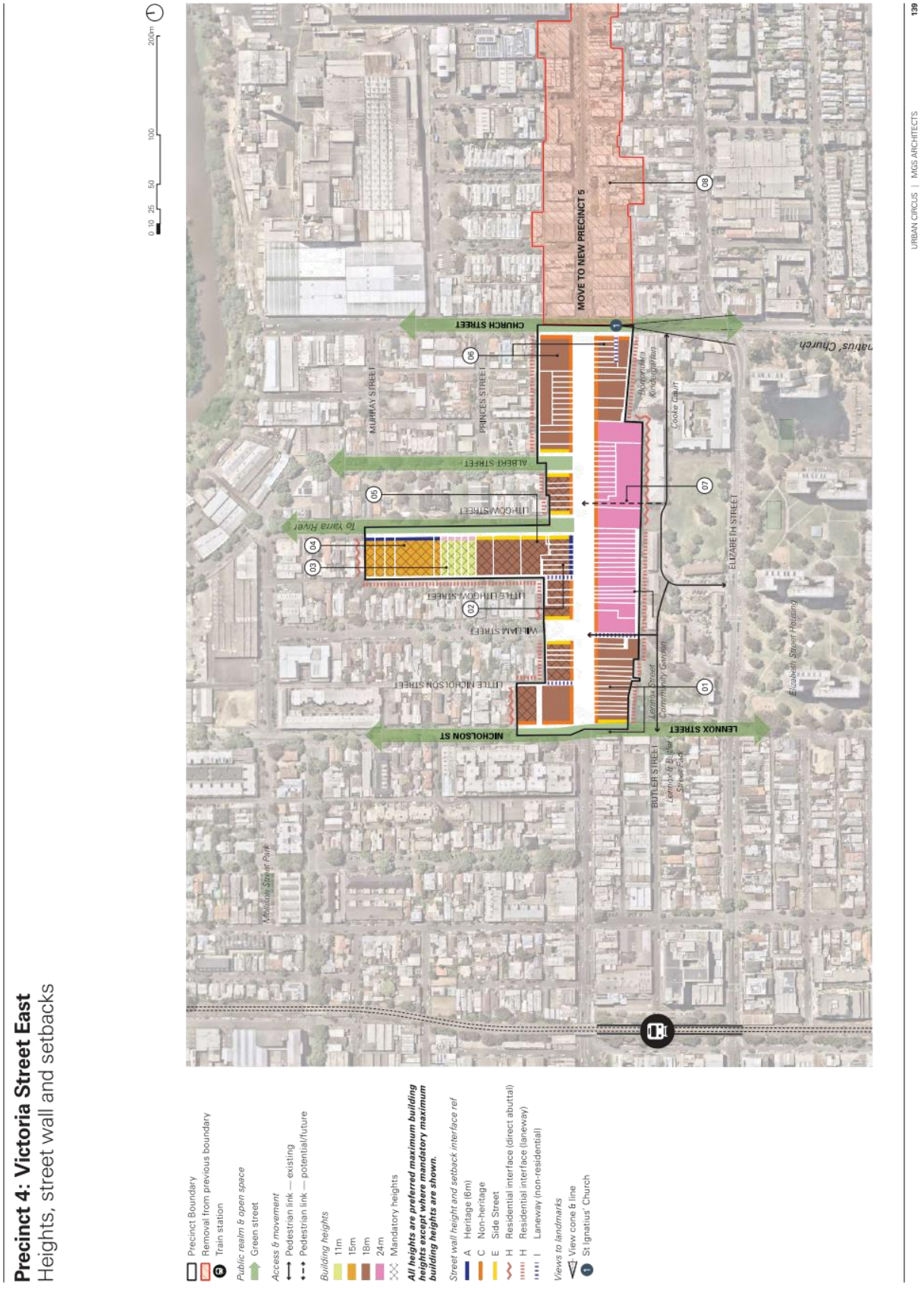
Building separation

Buildings greater than 21m in height will be required to provide full separation above the street wall to provide clear views to the sky between taller buildings. This will require lots to be sufficiently wide enough to provide 4.5m separation the common boundary with a feasible floor plate width and depth.

Boundary changes

08 Relocate the area east of Church Street into a new precinct (Precinct 5: Victoria Street End) on the basis of differing character, development opportunities and lot characteristics. This will allow for a coherent built form approach that responds to the distinctly different contexts to each side of Church Street.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



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Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

5.6 Precinct 5: Victoria Street End

Precinct character

Precinct character

Victoria Street End will continue to be a diverse mixed-use precinct consisting a range of retail, commercial and residential uses within new mid-rise developments of varying heights, widths and character. The precinct provides a transition to the taller mid-rise character in the Victoria Gardens Precincts. The character of this precinct will be defined by a diverse mix mid-rise development, including development of Victoria Era terraces, shops, and industrial heritage buildings and contemporary mixed-use buildings that are lower in scale than Victoria Gardens and its surrounding development.

Proposed design objectives

- To support a new mid-rise character that creates a consistent taller built form edge on Victoria Street, matching the street wall of developments in the Victoria Street East Precinct, and responds to the interface with industrial areas and low scale residential areas.
- To ensure development respects the architectural form and qualities of heritage buildings and the heritage streetscape in Victoria Street.
- To ensure development on large and/or consolidated sites provides building separation and setbacks that offers views to the sky above the street wall when viewed from the opposite footpath of Victoria Street.
- To ensure development enhances the pedestrian experience through street activation and passive surveillance, improved pedestrian connections from the Yarra River/Birrarung and protecting sunlight access to the south side of Victoria Street, Church Street and Davison Street.
- To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

Mandatory heights

Mandatory maximum building heights will be applied to all lots within this precinct to:

- Retain the visual prominence of stand alone heritage buildings.
- Ensure development does not result in unacceptable off-site impacts on adjoining low-rise residential areas.
- Ensure the development achieves a respectful transition to low-rise residential areas.

Built form precedents

Figure 86 Mixed commercial and residential, Fynn 31 | makeAscene

Figure 87 Garden House commercial ground floor commercial with residential units | MAD Architects

Figure 88 Existing heritage along Victoria Street.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 5: Victoria Street End
Current heights, street wall and setbacks plan

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Precinct 5: Victoria Street End

Proposed changes

Heights

01 Reduce heights from 24m to 18m on the northern side of Victoria Street between Church Street and Thompson Street to provide an appropriate transition to lower scale residential areas affected by HO32 to the north with regard to visual bulk and scale.

02 Reduce heights from 24m to 18m on lots the southern side of Victoria Street with a frontage to Eureka Street to ensure sunlight access is provided to frontyards and windows of residential properties on Eureka Street.

03 Reduce heights from 24m to 15m at 316-326 Victoria Street to preserve the integrity of heritage buildings.

04 Reduce heights from 24m to 21m on the southern side of Victoria Street from 328 Victoria Street to Johnston Street in response to shallow lot depths and residential interfaces.

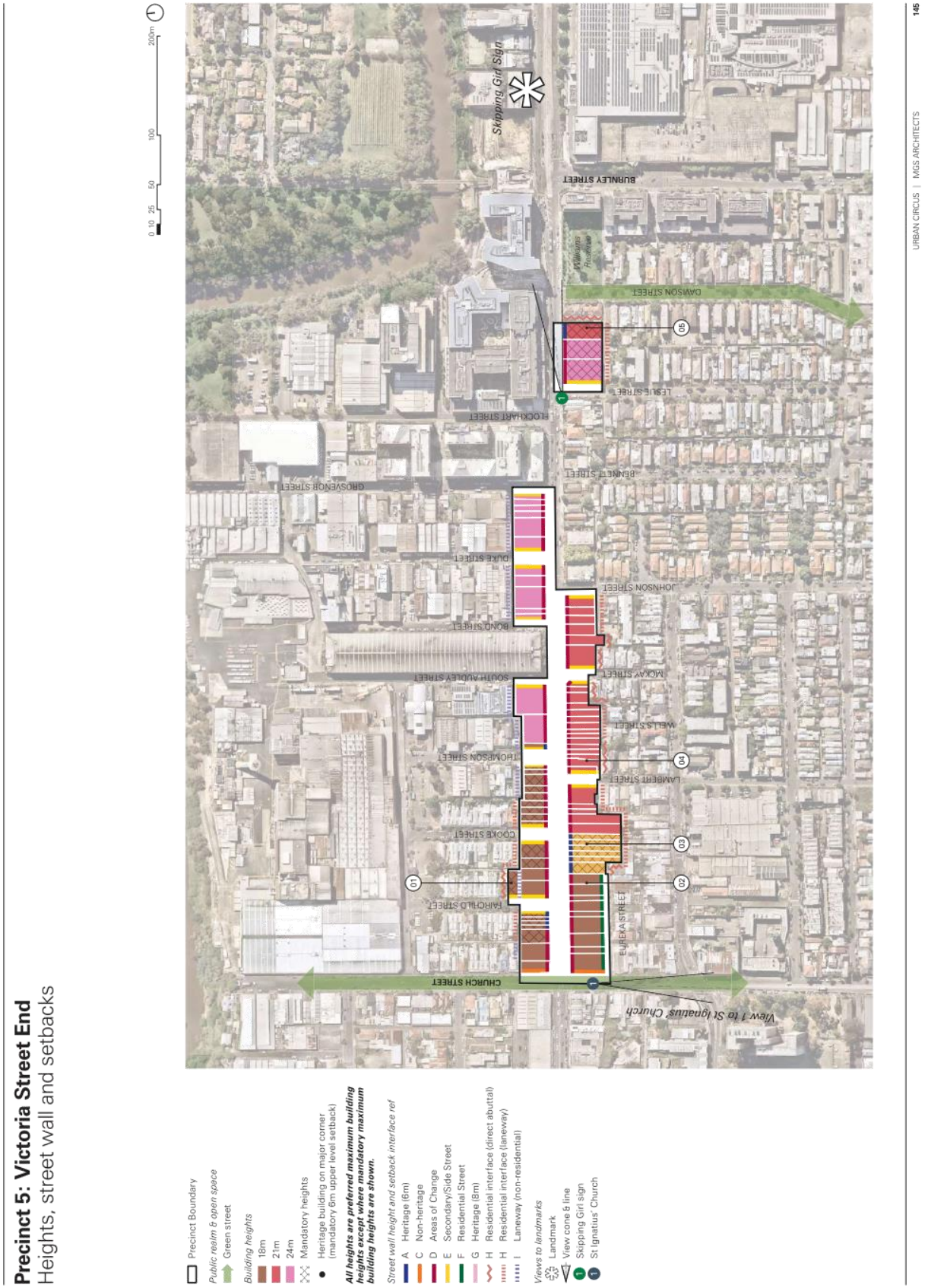
04 Reduce heights from 24m to 21m to preserve the integrity of the heritage building at 488-496 Victoria Street.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street to side streets.
— Clarifying locations where there is a residential interface (direct abuttal or laneway).
— Clarifying locations where there is a non-residential laneway interface.

Attachment 1 - Bridge Road and Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)



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Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

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BUILT FORM REVIEW:
BRIDGE ROAD, RICHMOND
HERITAGE ANALYSIS & RECOMMENDATIONS

PREPARED FOR:	City of Yarra
DATE:	12 April 2021
FILE:	2020-052

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

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This report is limited in its scope to consideration of post-contact cultural heritage and does not provide advice on any Aboriginal cultural heritage significance. The subject site forms part of the 37.5% of Victoria where there is currently no formally recognized Traditional Owner groups. Nonetheless, we acknowledge the Traditional Owners of the land at this place and pay our respects to their Elders past, present and emerging. For more information, please visit https://www.aboriginalvictoria.vic.gov.au

PROJECT TEAM

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Cover Image: Looking east down the southern side of Bridge Road from Wellington Parade, January 2021.

GLOSSARY OF ABBREVIATIONS

C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
DDO	Design and Development Overlay
DELWP	Department of Environment, Land, Water and Planning
GRZ	General Residential Zone
HO	Heritage Overlay
MAC	Major Activity Centre
MUZ	Mixed Use Zone
NAC	Neighbourhood Activity Centre
NRZ	Neighbourhood Residential Zone
PPN	Planning Practice Note
PUZ	Public Use Zone
SUZ	Special Use Zone
VHR	Victorian Heritage Register

All photos taken by GJM Heritage during 2017 and in January 2021 unless otherwise stated.

DOCUMENT VERSIONS

Project No.	Version	Issued To	Date Issued
2020-052	1.0	City of Yarra	12 April 2021

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EXECUTIVE SUMMARY

Bridge Road is one of the most important commercial corridors within the City of Yarra and bisects the suburb of Richmond at its heart. Laid out in 1837, Bridge Road retains long lengths of turn of the twentieth century high streets as well as individual heritage buildings. As well as the linear form of Bridge Road the study area includes sections of commercially zoned land on Church and Lennox streets north of Bridge Road and Burnley and Stawell streets south of Bridge Road.

Today the commercially zoned land along the Bridge Road corridor is subject to more intensive development. This is particularly evident on the northern side of Bridge Road between Punt Road and Church Street, where a number of multi-storey mixed-use developments, as well the Epworth Hospital complex, have been constructed to date.

In 2018, David Lock Associates (now Kinetica), on behalf of the City of Yarra (Council), prepared a Built Form Framework of Victoria Street and Bridge Road (the Built Form Framework) to determine where and how new development can occur. This work informed the preparation of interim Design and Development Overlays (DDOs) for Victoria Street and Bridge Road; interim DDO21 applies to Bridge Road. MGS Architects reviewed the built form outcomes, which will be translated into permanent Design and Development Overlay (DDO) controls for the study area.

This heritage advice will help ensure that the review work and the subsequent DDO appropriately responds to the heritage fabric and values of the study area, leading to fully integrated decision-making when considering new development opportunities.

This heritage advice builds on and updates the *Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations* report prepared by GJM Heritage (GJM) and dated 14 June 2018. That report was supported by the *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report dated 1 August 2018 (also prepared by GJM) which analysed the existing heritage values and qualities along Victoria Street, Richmond and Abbotsford and Bridge Road, Richmond and the surrounding mixed use / commercial areas. It identified gaps, inconsistencies and inaccuracies with the current heritage controls and provides recommendations for addressing these issues. Amendment C245yara (gazetted in February 2021) implemented the findings of the *Heritage Assessments* report, which included updated Statements of Significance and other changes to the Heritage Overlay. The updated Statements of Significance are now included in the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document* (May 2020) and the associated Incorporated Document (May 2020). The field work undertaken as part of this update has identified two additional potential heritage places, the Bridge Hotel at 642 Bridge Road and the two-storey Modern-style office building at 240 Burnley Street.

This advice identifies the built form parameters that are needed to ensure the heritage values of the area are appropriately managed and protected, and that good heritage outcomes are being achieved for development. This includes a consideration of whether mandatory or discretionary controls are appropriate to achieve greater certainty in heritage outcomes. This advice has been updated from that provided in the June 2018 GJM report to take account of improved modelling,

changes to relevant Planning Practice Notes and recent Planning Panel Reports considering similar historic high streets.

This Heritage Analysis and Recommendation Report is presented in three parts:

Part I: The Project and Planning Framework

Part I introduces the project, the methodology applied to the project and the planning framework in which the project is occurring.

Part II: Heritage Analysis

Part II contains a heritage analysis of the study area. It details the heritage qualities and values of each precinct, identifies any gaps or issues in the existing heritage framework and provides recommendations for appropriately managing heritage places within the study area.

Part III: Built Form Recommendations

Part III contains specific built form recommendations to ensure heritage places and values are appropriately managed within a changing urban context. The specific recommendations are informed by modelling prepared by MGS Architects and Urban Circus.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

PART I: THE PROJECT AND PLANNING FRAMEWORK

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

1.0 INTRODUCTION

1.1 YARRA'S HIGH STREETS

The City of Yarra is endowed with one of the largest and most highly intact collections of turn of the twentieth century 'High Streets' in the State of Victoria. These High Streets include the Major Activity Centres of Swan Street and Bridge Road in Richmond, Brunswick Street in Fitzroy, Smith Street straddling the suburbs of Fitzroy and Collingwood and Victoria Street, in Abbotsford and Richmond. They also include a number of Neighbourhood Activity Centres, including Gertrude Street in Fitzroy, Johnston Street in Fitzroy & Collingwood, Rathdowne Street and Nicholson Street in Carlton North, St Georges Road in Fitzroy North, and Queens Parade in Fitzroy North & Clifton Hill.

This collection of High Streets is unique to Melbourne and helps to define the character of the municipality. Their value to the community is recognised by their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Activity Centre status of these High Streets presents a challenge: how do we manage the tension between the desire to retain the heritage values of these areas and meet the growth objectives of the Yarra Planning Scheme?

In 2018, David Lock Associates (now Kinetica), on behalf of the City of Yarra (Council), prepared a Built Form Framework of Victoria Street and Bridge Road (the Built Form Framework) to determine where and how new development can occur. This work informed the preparation of interim Design and Development Overlays (DDOs) for Victoria Street and Bridge Road; interim DDO21 applies to Bridge Road. MGS Architects reviewed the built form outcomes, which will be translated into permanent Design and Development Overlay (DDO) controls for the study area.

This heritage advice will help ensure that the review work and the subsequent DDO appropriately responds to the heritage fabric and values of the study area, leading to fully integrated decision-making when considering new development proposals.

This heritage advice builds on and updates the *Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations* report prepared by GJM Heritage (GJM) and dated 14 June 2018. That report was supported by the *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report dated 1 August 2018 (also prepared by GJM) which analysed the existing heritage values and qualities along Victoria Street, Richmond and Abbotsford and Bridge Road, Richmond and the surrounding mixed use / commercial areas. It identified gaps, inconsistencies and inaccuracies with the current heritage controls and provides recommendations for addressing these issues. Amendment C245yara (gazetted in February 2021) implemented the findings of the *Heritage Assessments* report, which included updated Statements of Significance and other changes to the Heritage Overlay. The updated Statements of Significance are now included in the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document* (May 2020) and the associated Incorporated Document (May 2020).

The field work undertaken as part of this update has identified two additional potential heritage places, the Bridge Hotel at 642 Bridge Road and the Modernist-style two storey office building at 240 Burnley Street.

1.2 BRIEF DESCRIPTION OF THE BRIDGE ROAD STUDY AREA

The Bridge Road Study Area (the study area) generally includes the Commercial 1 Zoned (C1Z) land that extends from Hoddle Street in the west to River Street in the east along the northern side of Bridge Road and from Hoddle Street to Yarra Boulevard on the southern side. In addition to the C1Z land the study area includes the Special Use Zone (Schedule 5) (SUZ5) occupied by the Epworth Hospital that directly addresses Bridge Road; the Mixed Use Zoned (MUZ) land north of Bridge Road between Church and Lennox Streets; Public Use Zoned (PUZ) land occupied by the Richmond Town Hall and former Court House; and the Commercial 2 Zoned (C2Z) land on the western side of Burnley Street and the eastern side of Stawell Street, south of Bridge Road.

Part II of this report describes the study area in greater detail.

Figure 1: Bridge Road Study Area

1.3 BRIEF HISTORY OF BRIDGE ROAD

The following brief history is drawn from the Statement of Significance for HO310 Bridge Road Precinct and supplemented with additional research.

Bridge Road was created as a road reserve in Robert Hoddle's Crown Allotment survey of 1837. It was one of the first roads laid out in Richmond, along with Swan and Church streets. At its east end, the first bridge connection from Melbourne to Hawthorn was constructed in 1855. It became a principal thoroughfare from Melbourne to the eastern suburbs by the mid-1850s, with retail and service trades first concentrated at the west end near Hoddle Street. Traders included butchers, drapers, a shoemaker, fruiterers, tailors, hairdressers, grocers, Egan's steam sawmill and several hotels. The north side of Bridge Road was less developed, occupied by the villa gardens of Joseph Bosisto and William Highett. By 1858 several hotels had established along Bridge Road; those which remain today are The Vine (no. 254), Morgan's Spreadeagle (no. 372) – both of which still operate to this day - and the former Australia Hotel (no. 194).

From its inception, Bridge Road was intended to be the civic centre of the district. This was established near Church Street when the Richmond Town Hall (no. 333), which incorporated a courthouse and post office, was constructed on the courthouse reserve in 1869-71, designed by Charles Vickers. Separate post office (demolished) and police station buildings were added in 1871; the Town Hall was remodelled in 1934-36 in an Egyptian-influenced Moderne style. The civic centre soon became the site for other public buildings – a market, Crystal Palace Skating Rink, a bowling green, baths and the Metropolitan Gas Company's Richmond gasometer.

By 1864 there was there was a proliferation of shops and small businesses along Bridge Road, serving local residents. The west end, closer to central Melbourne, was more developed than the east. In the 1870s the eastern end of Bridge Road (east of Church Street) was widened and first called Campbell Parade. The 1860s and '70s were a period of consolidation, and the simple structures of the early decades were replaced with more substantial premises. During the prosperous 1870s and 1880s boom period, many earlier buildings were also replaced with rows of shops. Victorian buildings along Bridge Road were predominantly one- and two-storey Victorian shops, with residences to the first floor or to the rear, and often built in rows with no front or side boundary setbacks. The main commercial strips of Richmond, Swan Street and Bridge Road, had both luxury and cheap department stores that drew shoppers from all over Melbourne. The advent of horse drawn omnibuses brought more shoppers to the area. These were replaced by cable trams in 1885 and an electrified tram service in 1916. Each new mode of transport improved access to the shops and residences lining Bridge Road.

Today the Bridge Road streetscape has a strong presence of Victorian-era buildings dating from the 1870s and 1880s. Notable buildings constructed during this period are the highly ornate Italianate shops at Nos. 108-112 (c1885), the rows of two-storey Victorian shops on the north side of Bridge Road between Coppin Street and Hose Street, including Stanford Block at Nos. 314-328 (1870-1890), and the shops and offices at 289-307 Bridge Road (built between 1870-1890).

The 1890s depression caused development in Richmond, and Melbourne, to virtually cease for a decade. It wasn't until c1900 that commercial development along Bridge Road recommenced, and extended eastwards. Exemplar Edwardian commercial buildings are the shops at nos. 162-164 (built between 1900-1915), the Flemish Baroque styled Theobald's Buildings (nos. 294-296; 1909) and Wustermann's Buildings at 138-144 Bridge Road (1901). The Victorian and Edwardian periods created the prevailing architectural character which is evident on Bridge Road today.

Following the development of the Edwardian period, the early to mid-20th century witnessed the decline of the great nineteenth century commercial streets due to a combination of factors, including the expansion of the outer suburbs, establishment of suburban shopping centres and expanding public transport networks. Yet the commercial street sustained and an Interwar architectural presence developed along Bridge Road, sympathetic in scale to the Victorian and Edwardian streetscape. Prime examples of Interwar development are the pair of shops 'Lipari' and 'St Bartolomeo' at nos. 486 and 488 (1917 and 1924), the Royal Oak Hotel (no. 529-533;

1923), and the former Commonwealth Saving Bank of Australia (1939) at 267 Bridge Road.

World War II that was an integral turning point for the social and economic recovery of the working-class suburb and trade along Bridge Road. Since that date, Post-war and modern development has seen some erosion of the 19th century streetscape at its eastern extent. However, the diverse styles of single and two-storey shops remain remarkably intact along the remainder of Bridge Road.

Figure 2: Looking west down Bridge from Hoddle Street, c1900. The Napier Hotel is on the right of the image (SLV, Image H35215/68)

1.4 SCOPE OF THE HERITAGE ANALYSIS & RECOMMENDATIONS REPORT

GJM Heritage has been commissioned to provide updated advice in relation to the Bridge Road, Richmond and Victoria Street, Abbotsford & Richmond study areas and to detail recommendations for the future management of these areas in the context of potential new development. This report considers the Bridge Road, Richmond study area and has been prepared simultaneously with that considering the Victoria Street, Abbotsford & Richmond study area.

GJM has previous provided advice on a number of Yarra's historic high streets and commercial precincts, which has informed proposed built form controls that are at various points in the planning scheme amendment processes. One of these, the *Queens Parade Built Form Heritage Analysis & Recommendations* (11 December 2017) has been implemented through Amendment C231yarapt1 gazetted on 1 October 2020.

The *Swan Street Built Form Heritage Review*, prepared by GJM, 27 September 2017 has been considered by a Planning Panel through Amendment C191yara (and is currently under consideration by the Minister for Planning).

The following precincts have previously been considered in the *Brunswick and Smith Street Built Form Review*, GJM, 25 November 2019:

- Brunswick Street Activity Centre Spine
- Town Hall Mixed Use Precinct
- Smith Street Activity Centre Spine
- Johnston Street Activity Centre Spine
- Fitzroy East Mixed Use Precinct.

The proposed Gertrude Street Heritage Precinct and the MUZ area south of Gertrude Street between Young and Little Napier Streets was reviewed through the *Gertrude Street Built Form Framework: Heritage Analysis & Recommendations,* GJM Heritage, 9 December 2019.

Alexandra Parade, Victoria Parade and Fitzroy West Precinct were considered as part of separate heritage reviews dated November 2020. The Collingwood Mixed Use Precinct was considered as part of a separate study: *Collingwood Mixed Use Pocket Heritage Analysis & Recommendations*, GJM Heritage, 6 June 2018.

The analysis within this report builds on the previous built form reviews and heritage analysis work conducted within the City of Yarra; this work has demonstrated that it is necessary to ensure appropriate weight is given to heritage when considering new development.

The purpose of our advice as part of this project is to ensure that any DDO controls arising from the review of the interim controls take proper account of the heritage values of the precincts and individual buildings within the Bridge Road Study Area.

1.5 METHODOLOGY

The key background documents on which the heritage analysis is based are:

- Yarra Planning Scheme Heritage Overlay Maps 6HO, 7HO, 8HO and 9HO.
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies as amended by Amendment C245yara (gazetted 11 February 2021)
- Incorporated Document entitled *City of Yarra Database of Heritage Significant Areas*, July 2020

Of particular relevance are the earlier studies prepared by GJM that this report updates, namely:

- *Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations,* 14 June 2018
- *Victoria Street and Bridge Road Built Form Review: Heritage Assessments,* 1 August 2018

The above documents have been reviewed in the context of the following clauses of the Yarra Planning Scheme and the relevant Planning Practice Notes (PPNs) published by the Department of Environment, Land, Water and Planning (DELWP):

- The relevant provisions of the Yarra Planning Scheme, in particular, are:
  - Clause 15.03-1S 'Heritage conservation'
  - Clause 21.05-1 'Heritage'

  - Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
  - Clause 22.03 'Landmarks and Tall Structures'
  - Clause 22.10 'Built Form and Design Policy'
  - Clause 43.01 'Heritage Overlay'
  - Clause 43.01 'Schedule to the Heritage Overlay'
  - Clause 71.02-3 'Integrated Decision Making'
- PPN 1: *Applying the Heritage Overlay* (August 2018) (PPN1)
- PPN 59: *The role of mandatory provisions in the planning schemes* (September 2018) (PPN59)
- PPN 60: *Height and setback controls for activity centres* (September 2018) (PPN60).

Planning Scheme C245yara recently introduced the Reference and Incorporated Documents entitled 'Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance (May 2020)' which added heritage places and amended the application of the Heritage Overlay including Statements of Significance within the Bridge Road and Victoria Street Study Areas.

We note that the Minister for Planning has authorised the preparation and exhibition of Amendment C269yara to introduce a new Municipal Planning Strategy, local policies and supporting documents into the Yarra Planning Scheme. Exhibition of this Amendment concluded on 20 November 2020 and is currently under assessment. This Amendment remains at an early stage of the amendment process, therefore the advice provided in this report has generally been informed by the relevant existing Local Planning Policy, in particular clauses 22.02, 22.03 and 22.10. Reference is also made to the proposed policies within clauses 15.01-1L, 15.01-2L and 15.03-1L where relevant.

The following Planning Panels Victoria (Panel) reports are relevant to the implementation of the review of the interim controls, particularly as many consider the appropriateness of DDOs (containing both mandatory and discretionary provisions) within activity centres (or in the case of Melbourne Amendment C240, the Capital City Zone) that are also subject, in part, to the Heritage Overlay:

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).
- Stonnington Planning Scheme Amendment C223 'Glenferrie Road and High Street Activity Centre' (15 December 2017)
- Darebin Planning Scheme Amendment C161 'Fairfield Village' (3 December 2018)

- Yarra Planning Scheme Amendment C220 'Johnston Street Built Form Controls' (22 February 2019)
- Melbourne Planning Scheme Amendment C308 'Central Melbourne Urban Design' (16 May 2019)
- Melbourne Planning Scheme Amendment C258 'Heritage Policies Review' (21 May 2019)
- Yarra Planning Scheme Amendment C231 'Queens Parade Built Form Review' (31 October 2019)
- Yarra Planning Scheme Amendment C191 'Swan Street Built Activity Centre' (15 October 2020).

The following reports have also informed this study:

- *Landmarks & Views Assessment* prepared by Ethos Urban for the City of Yarra, October 2019.
- Fitzroy & Collingwood Built Form Review Stage 2: Victoria Parade Built Form Framework, Hansen Partnership, April 2020.
- Previous heritage built form reports and analysis prepared by GJM Heritage that considered similar historic high streets.

We have approached the preparation of our heritage analysis as follows:

1. Completion of a desktop review of the above listed documents, heritage mapping and grading information, and the Statements of Significance for heritage places within the study area, including those places included in the Victorian Heritage Register (VHR).
2. Completion of fieldwork by Jim Gard'ner. All buildings and structures within the study area were inspected from the public realm with particular attention paid to the presentation of heritage buildings to the public realm (principally the street frontage). The rear and side interfaces to neighbouring residential areas subject to the Heritage Overlay were also considered, where relevant. The purpose of the fieldwork was to 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 MGS. The workshops:
   - Reviewed the proposed 'built form precincts' within the study area, characterised by existing built form characteristics.
   - Identified the desired future character of the built form precincts against heritage analysis and state and local planning policy drivers.
   - Reviewed established views and vistas of landmarks within each streetscape or precinct.
   - Tested built form parameters for new development against the existing heritage fabric utilising cross-sectional drawings with sight-lines taken at natural eye level (1.7m) on the public

footpath, and 3D modelling prepared by MGS and Urban Circus. Views were only considered from public streets; laneway and private realm views were not assessed.

4. Finalisation of heritage recommendations for new built form parameters having considered the above.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

2.0 ANALYSIS OF THE PLANNING CONTEXT

2.1 ACTIVITY CENTRE PLANNING AND HERITAGE

The *Planning & Environment Act 1987* and the Victoria Planning Provisions (VPPs) requires planning and responsible authorities to take a balanced approach to strategic and statutory planning functions that consider potentially competing objectives in an integrated manner to deliver a net community benefit for current and future generations.

The objectives of planning in Victoria as set out in Section 4(1) of the Planning and Environment Act are:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To facilitate development in accordance with the objectives set out in the points above.*
- *To facilitate the provision of affordable housing in Victoria.*
- *To balance the present and future interests of all Victorians.*

Clause 71.02-3 of the VPP addresses 'integrated decision making', and states:

> *Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social wellbeing affected by land use and development.*
>
> *Planning and responsible authorities should endeavour to integrate the range of panning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.*
>
> *Planning authorities should identify the potential for regional impacts in their decision making and coordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.*

Activity Centres that are also commonly subject to Heritage Overlay controls, such as the majority of the Bridge Road Major Activity Centre, are examples of where the

tension between competing planning objectives must be resolved in a balanced way. The Bridge Road corridor has excellent public transport connections, and is in close proximity to retail, commercial and hospitality centres as well as the Epworth Hospital. The study area also includes a number of sites of various sizes that can accommodate new, larger scale development without adversely affecting the heritage values of surrounding or nearby heritage places. In order to balance the demand for more intensive development with the management of heritage values embodied in buildings and precincts, it is considered necessary that any DDO – and the background work that underpins it – specifically includes heritage considerations.

Clause 21.04-2 of the Yarra Planning Scheme identifies Bridge Road as Major Activity Centre (MAC). Amendment C269yara proposes to introduce Clause 11.03-1L to the Yarra Planning Scheme which provides local policy in relation to Major, Neighbourhood and Local Activity Centres consistent with the Metropolitan Planning Strategy, *Plan Melbourne 2017-2050*. It is noted that the extent of the Bridge Road MAC as defined by Clause 11.03-1L applies to a larger area of land than that considered in this review.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

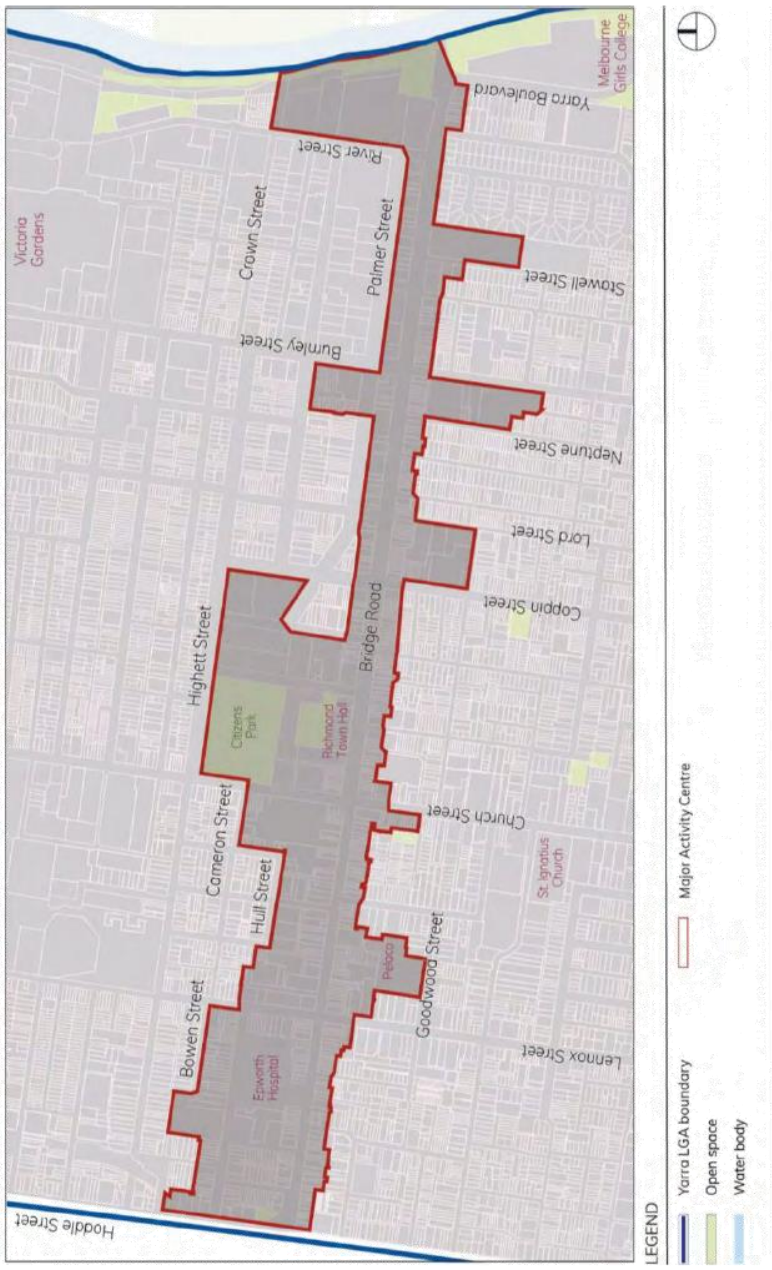

Figure 3. Bridge Road Major Activity Centre (Clause 11.03-1L as exhibited as part of C269yara)

2.2 YARRA PLANNING SCHEME – HERITAGE PROVISIONS

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02. Also of relevance to the protection of the heritage values of the study area is Clause 22.03, which includes policy to protect the visual prominence of landmarks visible from within the study area, and Clause 22-10,

which includes policy for new development abutting land within the Heritage Overlay.

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 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 14.2 - Support the restoration of heritage places.*
- *Strategy 14.3 - Protect the heritage skyline of heritage precincts.*
- *Strategy 14.4 - Protect the subdivision pattern within heritage places.*
- *Strategy 14.5 - Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces*
- *Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
- *Strategy 14.7 Protect sites of significance to Aboriginal people.*
- *Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02.*
- *Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03.*

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development within the Bridge Road corridor where it is subject to the Heritage Overlay. 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 existing 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 this MAC, nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the City of Yarra. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets, roofline or chimneys of these buildings, the development is of a scale, setback and massing such that it retains the primacy of the heritage streetscape and avoids visually dominating the existing buildings.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance for development of places within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*

- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

Again, these objectives do not preclude higher density development within the Victoria Parade Precinct with the possible exception of '*To preserve the scale … of streetscapes in heritage places'*.

The demolition policy provided at Clause 22.02-5.1 encourages the retention of 'individually significant' and 'contributory' buildings within a heritage precinct. Removal of part of a heritage place or a 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.

With the exception of those heritage places included on the VHR – and therefore regulated under the *Heritage Act 2017* – the significance of the heritage buildings and precincts within the study area lies primarily in fabric visible from the public realm. Therefore, in most circumstances, the heritage controls within the Yarra Planning Scheme effectively limit the control of heritage fabric within the study area to that which is visible from the street, including primary building facades, rear laneway views (where they exist) and visible roof and chimney elements. Two notable exceptions to this within the Bridge Road study area are the row of shop/residences at nos. 289 to 307 and the Stanford Block building at nos. 314 to 328, both of which retain highly intact rear service wings across the majority of the terrace rows.

In relation to 'New Development, Alterations and Additions', Clause 22.02-5.7.1 sets out the following policy:

General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*
- *Not remove, cover, damage or change original historic fabric.*

- *Not obscure views of principle façades.*
- *Consider the architectural integrity and context of the heritage place or contributory element.*

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1).*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

The policy for full or partial concealment of rear additions to residential buildings as described in Figures 2 and 3 of the General Policy at Clause 22.02 is modified by the Specific Requirements at Clause 22.02-5.7.2 that applies to corner sites and sites with dual frontages, and industrial, commercial and retail heritage places:

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

...

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form*

elements. Each higher element should be set further back from lower heritage built forms.

- *Incorporate treatments which make them less apparent.*

The specific provisions prevail over the general policy where there is a conflict or inconsistency. This establishes an expectation that new development behind industrial, commercial and retail buildings within the Heritage Overlay is not going to be fully or substantially concealed from public realm views. In addition, it should be noted that Bridge Road to the east of Church Street is 30m wide rather than its 20m width between Hoddle and Church streets. In the wider parts of the street, new rear development will be more visible.

Although a greater level of concealment would generally provide a better heritage outcome, this specific sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one- and two-storey dwellings within more typical narrow residential streets and is not readily applied to the commercial form of Bridge Road.

It is also considered that the policy at 22.02-5.7.1 to 'Discourage elements which … are not contemporary with the era of the building such as … reflective glass, glass balustrades and pedestrian entrance canopies' may not achieve an appropriate urban design and architectural outcome within a commercial setting such as that present along Bridge Road. In such areas, a 'contrasting' or 'interpretative' design approach for new taller development above the heritage building is likely to be more recessive than a 'respectful' or 'historicist' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive.

2.2.2 Landmarks and Tall Structures

Clause 22.03 – 'Landmarks and Tall Structures' identifies a number of landmark buildings and advertising signs to which views should be protected. The clock tower of the Richmond Town Hall is located within the study area, as are viewpoints to the Pelaco Sign at 21-31 Goodwood Street and the spire of St Ignatius Cathedral at 326-348 Church Street. These key views and viewpoints have been included and assessed in this report as they are identified in Clause 22.03. Consideration has also been given to the *Landmarks & Views Assessment* (Ethos Urban, October 2019) and proposed Clause 15.01-2L – 'Landmarks'.

The relevant policies at Clause 22.03 include:

- *Maintain the prominence of Yarra's valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

The policy seeks to ensure new buildings within the vicinity of the Richmond Town Hall, St Ignatius Catholic Church and the Pelaco Sign are designed so that the visual prominence of these buildings or structures is maintained.

Proposed Clause 15.01-2L expands on these considerations to define the primary viewpoints of each landmark, and includes the following strategies:

> *Site, scale and set back new development to avoid encroachment upon views to the identified architectural elements of landmarks.*
>
> *Provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.*
>
> *Minimise light spill from new development that would reduce the visual prominence of identified illuminated landmark signs at night time.*

2.2.3 Heritage Overlay

The head heritage provision of the VPP, Clause 43.01 'Heritage Overlay', has the following purpose:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Clause 43.01-8 sets out 'Decision Guidelines' – in addition to those included in Clause 65 – that the Responsible Authority must consider before determining a permit application. These are:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*
- *Whether the location, style, size, colour and materials of the proposed solar energy facility will adversely affect the significance, character or appearance of the heritage place.*

The objective of the State Planning Policy at Clause 15.03-1S is "To ensure the conservation of places of heritage significance". It goes on to identify 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 protection of natural heritage sites and man-made resources.*
>
> *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
>
> *Encourage appropriate development that respects places with identified heritage values.*
>
> *Retain those elements that contribute to the importance of the heritage place.*
>
> *Encourage the conservation and restoration of contributory elements of a heritage place.*
>
> *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.*

While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose of 43.01 and the first decision guideline encompasses the whole Municipal Planning Strategy and the Planning Policy Framework (integrated decision-making). Therefore, a balance must be struck by the Responsible Authority between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs, including Activity Centre policy and commercial zoning. It is evident throughout inner Melbourne that new rear development can frequently be accommodated behind heritage buildings in commercial precincts without substantially compromising their identified heritage values.

3.0 HERITAGE IN DESIGN AND DEVELOPMENT OVERLAYS – PANEL FINDINGS

Planning Panels Victoria has considered a number of Planning Scheme Amendments that are of particular relevance to this project: Bayside Amendments C113, C114 and C115, Boroondara C108, Darebin Amendment C161, Moreland Amendment C134, Melbourne Amendments C240, Stonnington Amendment C223, Whitehorse Amendment C175 and Yarra Amendments C220, C231 and C191.

Panels for these Amendments considered the appropriateness of mandatory controls in the context of PPN59 and, in their recommendations, provided guidance on which circumstances mandatory controls should be applied. In response to submissions, they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions. In addition to these panel reports, Amendment C123 to the Banyule Planning Scheme, approved via ministerial intervention, provides further instruction as to the role of mandatory controls.

These reports also provide useful guidance on the form and wording of DDO controls.

In summary, the Panels have 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 only 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 built form controls.

In this project, the approach taken in the formulation of the built form controls to manage development affecting heritage places is to complement existing policy. Clause 22.02 - 'Development Guidelines for Sites Subject to the Heritage Overlay' and relevant parts of Clause 22.10 – 'Built Form and Design Policy' have been taken as the starting point for the development of these complementary controls and policy.

Where existing policy is considered to be satisfactory, no additional policy has been recommended. However, specific policy has been recommended where it is considered necessary to provide guidance to recognise the current role of the Bridge Road Major Activity Centre, and to enable its future development while protecting its heritage values.

A discussion of the most relevant of the Panel reports is provided below, and at Section 3.9 the recommendations for each panel are summarised with comment on the implications of the outcome.

3.1 YARRA PLANNING SCHEME AMENDMENT C231

GJM Heritage prepared the Queens Parade Built Form Heritage Analysis and Recommendations (11 December 2017) which informed Amendment C231yara. C231yara seeks to apply built form controls in the form of DDOs to Queens Parade, Fitzroy North and Clifton Hill and amend Heritage Overlay controls that apply within the study area.

Of relevance to the Bridge Road study area, the Panel for Amendment C231 found that the strategic work undertaken in support of the Amendment was strong and that it assisted in justifying the majority of the built form parameters recommended in the DDOs, particularly with respect to mandatory controls. At p29 of the Panel Report, the Panel notes that:

> *Exceptional circumstances exist for the application of mandatory controls for development as the QPAC (Queens Parade Activity Centre) includes a number of significant and contributory heritage places and heritage fabric set within a consistent streetscape form.*

The Panel supported the mandatory upper-level setback of 8m within the Council preferred DDO and the combination of mandatory and preferred height controls where this provided certainty where distinctive heritage fabric warranted greater protection. It also recognised that an Activity Centre with diverse built form can have areas of little change where growth can be accommodated elsewhere within the Centre. Further, the Panel agreed that it was appropriate for the proposed mandatory built form controls within DDO16 to protect the key views of local landmarks and those identified in Clause 22.03.

3.2 YARRA PLANNING SCHEME AMENDMENT C220

Johnston Street in Collingwood and the western part of Abbotsford (west of the railway viaduct) is a highly intact, predominantly Victorian/early Edwardian-era streetscape covered by the Heritage Overlay. Those parts of Bridge Road included within the Heritage Overlay have a similarly high proportion of 'Contributory' and 'Individually Significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m) as Johnston Street.

C220yara introduced built form controls along Johnston Street in the form of DDO15. The Panel report recommended the inclusion of the following DDO objective which is also relevant to those parts of Bridge Road subject to the Heritage Overlay:

> *To preserve the valued heritage character of the streetscape and ensure that the predominantly two storey (heritage scale) street-wall remains the visually prominent built form of Johnston Street west of the railway line bridge...*

The Panel report provides commentary which is of relevance to a consideration of the proposed built form controls for Victoria Parade. In particular, the Panel stated:

> *In urban design terms, the 6 metre setback will retain the 'human scale' of Johnston Street, secure the distinction between the street wall and upper levels and will reduce the potential for overshadowing and adverse wind conditions.*
>
> ...

The Panel does not agree that less significant sections [of Johnston Street] warrant a different treatment. Less significant areas equally deserve to exhibit the overall urban design outcome: a strong street wall with a distinct setback to the mid level form.

To achieve these objectives Panel recommended that a building envelope requirement be established that, rather than being based on a sightline test from the opposite side of the street new, required new development to be within a 45° 'angular plane' drawn from the maximum street wall height. In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback consistent with the application of the policy objective at Clause 22.02-5.7.1 that each higher element to industrial, commercial and retail buildings should be set further back from the lower heritage built form.

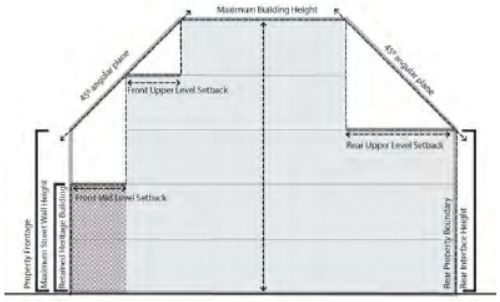

Figure 4: Building envelope requirement – Heritage Building (Figure 1 in Schedule 15 to Clause 43.02 Design and Development Overlay).

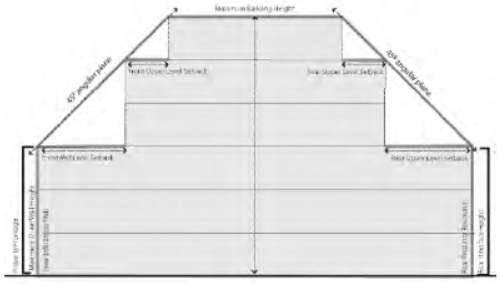

Figure 5: Building envelope requirement – Infill Building (Figure 2 in Schedule 15 to Clause 43.02 Design and Development Overlay).

3.3 YARRA AMENDMENT C191

Swan Street, Richmond is a Major Activity Centre with a highly intact turn of the century 'High Street' occupying a large proportion of its length, as well as smaller precincts and individual heritage places dispersed along its full extent.

Amendment C191yara proposes to introduce four DDOs (DDO25, DDO26, DDO27 and DDO28) to the Activity Centre, with the different controls reflecting the different existing physical conditions and the potential development opportunities evident throughout the Activity Centre.

In its report of 15 October 2020, the Panel supported the use of mandatory controls for street wall and 6m upper-level setbacks for individually significant heritage places

and intact heritage streetscapes, as well as mandatory controls for overall building heights in intact heritage streetscapes. Mandatory controls were also supported to protect views to local landmarks.

For parts of the Activity Centre that present a less consistent and more diverse built form expression, discretionary controls were considered to be appropriate.

In contrast to the Panel considering C220yara, the C191yara Panel considered that it was unnecessary to provide additional parameters to guide the form of upper-level development, instead finding that the combination of specified heights, setbacks and design requirements for new upper-level development to be "visually recessive", were sufficient. It is noted however that these height and setback controls were informed by sight-line analysis and a consideration of the visibility of new built form behind retained heritage fabric.

3.4 MORELAND AMENDMENT C134

Sydney Road, Brunswick is a Major Activity Centre with a highly intact, predominantly Victorian streetscape that is subject to the Heritage Overlay. Gazetted on 11 August 2016, C134more introduced DDO18, DDO19 and DDO20. DDO18 set mandatory street wall heights on Sydney Road north of Brunswick Road of between 8m and 11m.

DDO18 provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of ¾ : ¼ street wall to new built form through the following design objective:

- *Be designed to ensure that it occupies no more than one quarter of the vertical angle defined by the whole building in the view from an eye-level of 1.7 metres on the opposite side of the street, as illustrated in Figure 1 below.*

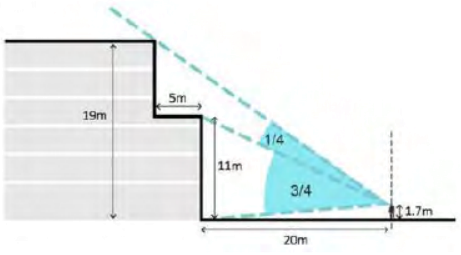

Figure 6: Upper-level setbacks along Sydney Road (Figure 1 in Moreland DDO18).

DDO18 also provides a useful model for dealing with upper-level development where an existing heritage building in the heritage streetscape 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 [Figure 8 of this report] *above*.

3.5 BOROONDARA AMENDMENT C108

The Panel considering C108boro discussed the use of mandatory street wall height, upper-level setbacks and overall heights across 31 Neighbourhood Activity Centres and three commercial corridors (Camberwell Road/Burwood Road and Canterbury Road).

In its report dated 26 February 2014, the Panel noted its strong support for the protection of heritage assets in Boroondara and recommended reinstatement of policy in the exhibited Amendment that encouraged new development on or adjoining a heritage place to be moderated. In particular, the Panel recommended that policy guidance be included that:

> *The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.*

The Panel also considered the use of mandatory height and setback controls, and recognised that the version of *Plan Melbourne* at that time foreshadowed stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase planning certainty.

The Panel report recognised that mandatory provisions that prescribed standards without a capacity for departures have been supported in areas of consistently high heritage value with consistent character. While acknowledging the heritage values and 'main street' character of the Neighbourhood Activity Centres subject to C108, the Panel also recognised that new development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper-level development is either unreasonable or not necessary to maintain 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's streetscapes. To achieve this, the Panel identified 5m as being an appropriate mandatory minimum setback for upper-level development in the context of Boroondara's Neighbourhood Activity Centres.

3.6 WHITEHORSE AMENDMENT C175

C175whit sought to implement the *Box Hill Metropolitan Activity Centre Built Form Guidelines* (Hansen Partnership, 2016) by rezoning land, introducing the Built Form Guidelines as a reference document and applying a new DDO Schedule to introduce built form controls. In its consideration of this Amendment, the Panel Report dated 6 October 2017 stated:

> *The Panel would have benefited from a more sophisticated analysis of the heritage precinct that utilised three-dimensional modelling, sight lines and view-sheds to help understand the rationale for the proposed heritage related controls. Without this basic information, it is difficult to determine whether the proposed controls are appropriate…*

and concluded that in the absence of this modelling:

- *The Built Form Responses regarding Heritage should not proceed in their current form.*

The absence of 3D modelling, and sight line and view-shed analysis in relation to those areas of the Box Hill Activity Centre that are subject to the Heritage Overlay appears to have been critical in Panel recommending that the proposed built form controls not be applied to address heritage.

3.7 STONNINGTON AMENDMENT C223

The Glenferrie Road and High Street Major Activity Centre encompasses the two linear commercial strips of Glenferrie Road and High Street in Malvern as well as two peripheral areas. The Heritage Overlay, which covers all of Glenferrie Road and most of High Street, acknowledges the area for its '*metropolitan significance as one of the major strip shopping centres to have retained its role into the late twentieth century, and for the quality and integrity of its Victorian, Federation and Interwar building stock*'.[1] C223ston sought to apply new built form provisions through the application of DDO19 to the entire Activity Centre, with precincts A and B covering the commercial and heritage precincts of Glenferrie Road and High Street respectively.

While the Amendment proposed an 8-10m setback above the street wall for precincts A and B, the Panel found it to be effectively a concealment of upper-level additions, supporting instead a 5m setback as adequate to respect heritage values without removing development capacity. This was derived from the precedent in the Boroondara Planning Scheme and was seen to equate to the typical first room of a Victorian-era building. The Amendment was otherwise generally supported by the Panel as an appropriate balance between protecting heritage values and enabling

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[1] Retrieved from Victorian Heritage Database, 18 January 2018 (https://vhd.heritagecouncil.vic.gov.au/places/31530)

growth. Discretionary preferred maximum building heights between 14.5 metres (4 storeys) and 21 metres (6 storeys) were supported through precincts A and B.

The Panel also reviewed the drafting of discretionary and mandatory provisions, addressing the appropriateness of the terms 'should' and 'must'. The Panel noted that confusion arose from the DDO parent clause, and until such time as the clause is redrafted, the term 'must' is to be used for schedule requirements with the addition of further clarification if it can be varied with a permit.

3.8 DAREBIN AMENDMENT C161

C161dare proposed to implement the '*Fairfield Village Heritage Assessment, 2017*' (Heritage Intelligence) and '*Fairfield Village Built Form Guidelines 2017*' (Hansen Partnership) through the application of Heritage Overlay (HO313) and DDO21 to the Fairfield Village Neighbourhood Centre. DDO21 created two sub precincts: Area 1 to be applied to the proposed HO313 precinct; with the remainder of the Neighbourhood Centre covered by Area 2.

The Panel found the application of the Heritage Overlay in conjunction with the DDO would enable the precinct '*to support a variety of housing typologies at increased densities*' in a way that '*allows the heritage place to be identified and understood*'. Further, the Panel supported the application of a mixture of mandatory and discretionary controls to Area 1 of the DDO in the form of:

- Mandatory maximum building heights at 14.5m and 17.5m (four and five storey), triggered by a lot width of 24m for five-storey.
- Mandatory maximum street wall height to be the greater of 8.5m or the adjacent street wall.
- Discretionary minimum front setbacks above the street wall at generally 4m, and 8m if constructing to a fifth level.
- The addition of a 3m side setback at the fifth-floor level – introduced as a discretionary provision to prevent the creation of a dominating wall of development along Station Street.

3.9 SUMMARY

Table 1 – Summarised recommendations and implications

YARRA AMENDMENT C231	
Recommendation	*Implications*
Significant and contributory heritage places and heritage fabric set within a consistent streetscape form.	Large parts of Bridge Road display similar levels of consistency in heritage streetscape to warrant mandatory controls.
8m setbacks.	A 6m mandatory setback can be justified to protect the visual prominence of the heritage streetscapes and individual buildings.
Combination of preferred and mandatory heights.	The use of a balanced combination of preferred and mandatory heights is

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	appropriate to respond to varied conditions.
Limiting heights within heritage precincts while allowing housing capacity to be met elsewhere in the broader precinct.	Substantial parts of the Bridge Road MAC are not subject to heritage controls and can accommodate housing capacity while still limiting heights within land subject to the Heritage Overlay.
YARRA AMENDMENT C220	
Recommendation	*Implications*
A 6m upper-level setback will retain the 'human scale' of Johnston Street, secure the distinction between the [heritage] street wall and upper-levels.	A 6m mandatory upper-level setback is an appropriate minimum.
The less significant sections of Johnston Street do not warrant lesser built from controls.	The same controls should be applied within the DDO irrespective of the significance of the street.
A preferred ratio of 2/3:1/3 street wall to new upper-level built from should be replaced with a 45 degree angular plane.	A 45 degree angular plane above a nominal 11m street wall height can inform the preferred mid-level built form rather than a ratio based sightline test.
In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback from the mid-level setback.	Upper-level development should be set further back from the street wall consistent with the guidance at 22.02-5.7.2.
YARRA AMENDMENT C191	
Recommendation	*Implications*
Combination of preferred and mandatory heights.	The use of a balanced combination of preferred and mandatory heights is appropriate to respond to varied conditions.
Limiting heights within heritage precincts while allowing housing capacity to be met elsewhere in the broader precinct.	The most highly intact areas warrant low heights to protect heritage place. Larger scale development should be encouraged outside these heritage places.
A 6m upper-level setback is necessary to avoid facadism and to retain the prominence of the heritage street wall	A 6m mandatory upper-level setback is an appropriate minimum for site-specific Heritage Overlays and intact heritage streetscapes.
The combination of upper-level front setbacks, maximum building heights and design requirements in respect of upper-level development is sufficient to manage taller built form in heritage contexts.	Further guidance in the form of a sight-line test or angular plane formulae is not warranted. Note: this conclusion differs from that of the Panel that considered C220yara.
MORELAND AMENDMENT C134	
Recommendation	*Implications*

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The application of mandatory street wall heights to Sydney Road is justified.	Provides a justification for the application of mandatory street wall heights within the Study Area.
Established a preferred ratio of ¾ : ¼ street wall to new upper-level built form.	The use of a sightline test to inform new upper-level built from is appropriate.
BOROONDARA AMENDMENT C108	
Recommendation	*Implications*
The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.	The DDO can included height, setback and design treatment controls to avoid new development dominating heritage places.
New development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper-level development is either unreasonable or not necessary to achieve the primacy of the street wall.	Some visibility of new upper-level development (including from oblique views) will be acceptable and complete concealment is not necessary.
Mandatory upper-level setbacks to the commercial corridors are justified.	Provides a justification for the application of mandatory upper-level setbacks within the study area.
WHITEHORSE AMENDMENT C175	
Recommendation	*Implications*
In the absence of modelling, built form heritage controls should not proceed.	That 3D modelling, sightlines and viewshed analysis should inform built form controls.
STONNINGTON AMENDMENT C223	
Recommendation	*Implications*
Panel supported a 5m upper-level setback instead of the 8-10m setbacks proposed that effectively concealed upper-level development.	There is an expectation that the visibility of some new upper-level built from will be acceptable and complete concealment is not necessary.
Application of the words 'should' and 'must' within controls.	Use 'should' used for preferred controls and 'must' for mandatory controls.
DAREBIN AMENDMENT C161	
Recommendation	*Implications*
The application of mandatory building heights to Fairfield Village is justified.	Provides a justification for the application of mandatory building heights within the study area.
The application of mandatory street wall heights to Fairfield Village is justified.	Provides a justification for the application of mandatory street wall heights within the study area.

4.0 MANDATORY AND DISCRETIONARY HEIGHT AND SETBACK CONTROLS

Planning Practice Note 59: The Role of Mandatory Provisions in Planning Schemes (September 2018) (PPN59) notes that the VPPs are predominantly performance-based and that mandatory provisions are the exception. The PPN sets out a series of five criteria against which to test proposed mandatory provisions, being:

- Is the mandatory provision strategically supported?
- Is the mandatory provision appropriate to the majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

Planning Practice Note 60: Height and Setback Controls for Activity Centres (PPN60) provides specific guidance on the use of mandatory height and setback controls in Activity Centres. In September 2018, DELWP published an updated version of PPN60 following the completion of the pilot project *Better Height Controls in Activity Centres*[2].

Of relevance to this matter, PPN60 provides an additional justification for the use of mandatory controls based on 'comprehensive strategic work', which reads:

> *Mandatory height or setback controls should only be applied where:*
>
> - *exceptional circumstances exist; or*
> - *council has undertaken comprehensive strategic work and is able to demonstrate that mandatory controls are appropriate in the context, and*
> - *they are absolutely necessary to achieve the preferred built form outcomes and it can be demonstrated that exceeding these development parameters would result in unacceptable built form outcomes.*

In relation to 'exceptional circumstances', PPN60 states:

> *Exceptional circumstances may be identified for individual locations or specific and confined precincts, and might include:*
>
> - *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values.*
> - *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

To pursue mandatory controls, PPN60 also states:

> *Where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve*

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[2] Refer to the Panel Report to Yarra C220 chapter 1.2 for further discussion on the pilot project and the amendment to PPN60.

> *the built form objectives or outcomes identified from the comprehensive built form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.*

The amended version of PPN60 reflects a broader shift over time within the application of the VPPs in favour of the use of mandatory controls.

For this project, the purpose of the review of the interim controls by MGS Architects and this report is to provide a comprehensive strategic basis for height and setback controls within the study area.

PPN60 identifies the following criteria for 'exceptional circumstances' that *"...may be identified for individual locations or specific and confined precincts"*. These include (as relevant):

- *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values*
- *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

To pursue mandatory controls, PPN60 also states:

> *Where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives or outcomes identified from the comprehensive built form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.*

The Panels that considered C108boro, C161dare, C134more, C220yara, C191yara and C231yara provide further guidance on the application of mandatory built form controls along Victoria Parade.

These Panels concluded that for Heritage Overlays within Activity Centres:

- Mandatory controls were appropriate for street wall heights
- A 6m minimum mandatory upper-level setback is necessary to avoid facadism and retains the prominence of the street wall
- Mandatory setbacks were appropriate with a mixture of preferred and mandatory height limits
- Mandatory height and upper-level setback controls were appropriate to protect views to key landmarks.

The majority of the Bridge Road corridor is subject to the Heritage Overlay (HO310) and is characterized by a highly consistent, intact and cohesive streetscape that warrants mandatory controls. Mandatory height limits are appropriate to protect the visual primacy of the heritage streetscapes in these locations. Mandatory minimum upper-level setback controls are also warranted where it is necessary to protect the legibility and heritage fabric of buildings that are subject to the Heritage Overlay within the study area, with preferred controls applied to most side streets (other than major intersections).

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

PART II: HERITAGE ANALYSIS

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

5.0 STUDY AREA ANALYSIS

5.1 PRECINCT BOUNDARIES

Figure 7: Bridge Road study area overlaid on an aerial image (Source: adapted from Nearmap).

The Bridge Road study area is split into five precincts:

1. Bridge Road West
2. Bridge Road South
3. Bridge Road Central
4. Bridge Road East South
5. Bridge Road East North

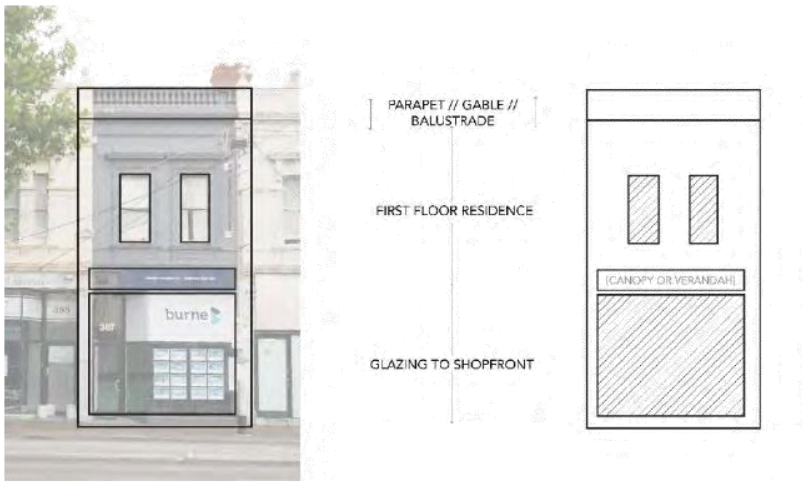
5.2 HERITAGE CHARACTERISTICS

Two storey shop / residence buildings are common to the City of Yarra's historic high streets and make up the majority of the streetscapes included within the Heritage Overlay along Victoria Street and Bridge Road. These buildings share the same typical characteristics across the precincts and mixed-use pockets, which include:

- Attached terraced (row) construction
- Masonry construction with less than 40% of the upper-level street wall face comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with solid parapets, open balustrades or more elaborate gables
- No setback from the street boundary
- Early or altered shop fronts taking up the majority of the ground floor
- Verandahs or later canopies, particularly on the south side of the street

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

- Visible chimneys normally set back between 3m and 4m from the front of the building.



Figures 8:
Diagram describing the typical ratio of solid surface area to glazing or apertures within heritage streetfronts. The proportion of glazing area across a streetfront elevation rarely exceeds 40% (in this case, the example is in Precinct 3 at 387 Bridge Road).

Figures 9:
Aerial image (Nearmap, accessed 19 March 2021) showing the typical relationship between the frontmost chimney and primary roof volume of a heritage building (in this case, the example is in Precinct 3 at 289-307 Bridge Road)

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 10: Shop/residence typology diagram, showing key features. Some variation between examples is typical. This example is located within Precinct 2 (address 398 – 404 Bridge Road).

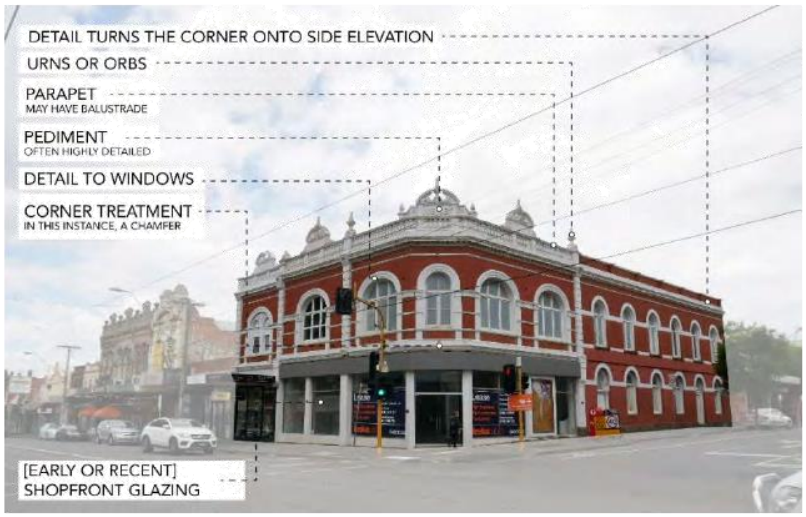


Figure 11. Shop/residence typology as adapted to a corner site, showing typical features. This example is located within Precinct 1 at the southeast corner of Bridge Road and Lennox Street.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 12. Major commercial building typology, showing typical features. This example is the Bridge Road Hotel, located within Precinct 4 at the southeast corner of Bridge Road and Westbank Terrace Other examples of prominent commercial buildings may include pubs or banks.

Figure 13. Industrial building typology, showing typical features. This example is the Former Flour Mill & Grain Store, located within Precinct 4 on the southern side of Bridge Road at 534 Bridge Road.

5.3 MUNICIPAL-WIDE LANDMARKS

Clause 22.03 of Yarra Planning Scheme identifies the Richmond Town Hall, St Ignatius Cathedral at 326 Church Street and the Pelaco Sign as landmarks or tall structures of importance to the City of Yarra. This policy seeks, inter alia, to ensure that the clocktower of Richmond Town Hall and the spire of St Ignatius "...remain as the principal built reference" and to protect views to the Pelaco Sign. An analysis of

each of the primary and secondary views of the landmarks and tall structures identified in Clause 22.03 was undertaken by Ethos Urban in the *Landmarks & Views Assessment* (October 2019). The Landmarks & Views Assessment and the proposed Clause 15.01-2L have also informed this advice.

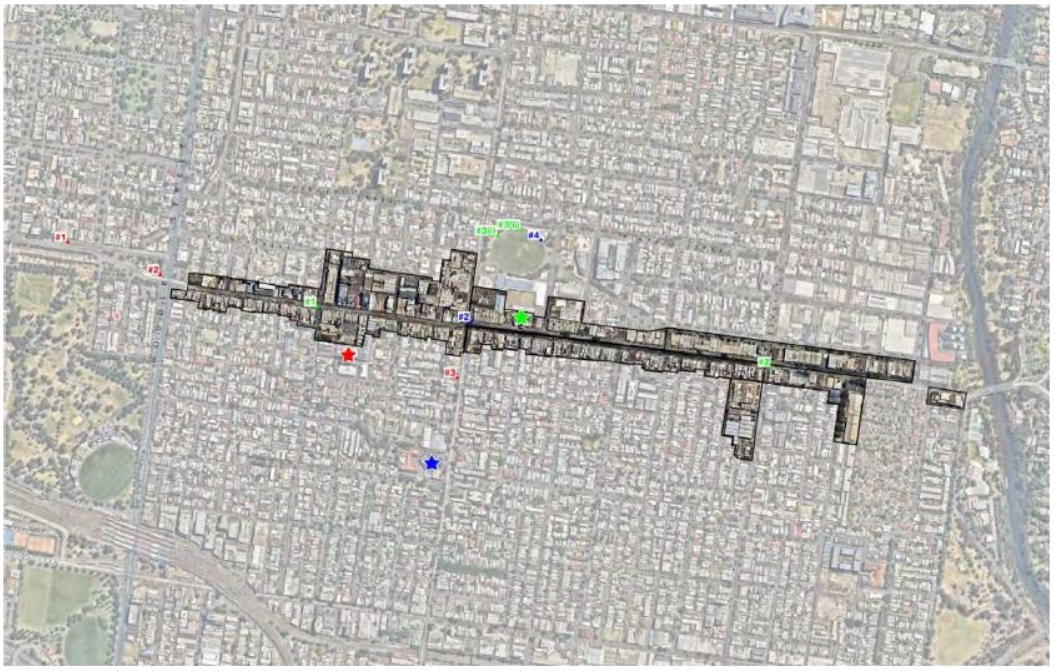


Figure 14. Landmark and Tall Structures map (only primary views shown)

RICHMOND TOWN HALL
333 Bridge Road, Richmond

Primary views

#1. *View 1: Southwest corner of the intersection of Lennox Street and Bridge Road*

#2. *View 2: Southeast corner of the intersection of Burnley Street and Bridge Road*

#3(i). *View 3(i): Citizens Park (path around oval at Highett Street/Church Street entry*

#3(ii). *View 3(ii): Citizens Park (path around oval where it meets the central entry from Highett Street)*

ST IGNATIUS CHURCH
326 Church Street, Richmond

Primary views

(outside mapped area) *View 1: Tram terminus at Church Street and Victoria Street intersection.*

#2. *View 2: Northeast corner of the intersection of Church Street and Bridge Road*

(outside mapped area) *View 3: Southeast corner of the intersection of Church Street and Swan Street.*

#4. *View 4: Citizens Park (path around oval at Highett Street/Gleadell Street entry*

PELACO SIGN
21-31 Goodwind Street, Richmond

Primary views

#1. *View 1: Tram Stop 13 on Wellington Parade*

#2. *View 2: Northwest corner of the intersection of Punt Road [Hoddle Street] and Wellington Parade*

#3. *View 3: Southwest corner of the intersection of Hodgson Terrace and Church Street*

5.3.1 Richmond Town Hall

The Richmond Town Hall is a substantial nineteenth century civic building which was substantially remodeled in the mid-1930s. It has a prominent pedimented portico and clock tower. The clock tower continues to serve as major point of reference within Richmond and advertises the presence of the most important civic building in the area, that is the Town Hall.

The following primary views of the clock tower of the Richmond Town Hall are identified in the *Landmarks & Views Assessment* and are provided from within or adjacent to the Bridge Road study area:

View 1	Southwest corner of the intersection of Lennox Street and Bridge Road
View 2	Southeast corner of the intersection of Burnley Street and Bridge Road
View 3(i)	Citizens Park (path around oval at Highett Street/Church Street entry)
View 3(ii)	Citizens Park (path around oval where it meets the central entry from Highett Street)

The following secondary view is identified:

View 4	Southeast corner of the intersection of Mary Street and Bridge Road.

We consider that it is desirable to retain a clear sky silhouette of the whole of the clock tower of the Richmond Town Hall; however, as a minimum, the key elements of the clock tower which should remain visible and prominent include the flag pole, pyramidal roof, clock stage, and entablature and iron balustrade. To ensure that the clock tower is read as a prominent stand-alone object, any development should not appear to be closer to the tower than it is wide.

Figure 15. Richmond Town Hall, Bridge Road (Source: Ethos Urban, October 2019)

5.3.2 St Ignatius Church

St Ignatius is tall Gothic Revival-style church designed by prominent Victorian architect William Wardell and constructed in stages between 1867 and 1894. It is included in the VHR (H2146), which means the heritage values of the fabric of the

place and development within the extent of registered land is managed through the *Heritage Act 2017*.

The slender spire and belfry of the tower of St Ignatius Church are prominent features visible across the existing low-scale roofscape of Richmond. These elements are a major landmark when looking south along Church Street. Although St Ignatius Church is located south of the study area, key views of this building are provided from within the study area. The following primary views of the church identified in the *Landmarks & Views Assessment* are provided from within or adjacent to the Bridge Road study area:

View 2	Northeast corner of the intersection of Church Street and Bridge Road
View 4	Citizens Park (path around oval at Highett Street/Gleadell Street entry)

Clause 22.03 only identifies views of the spire of the church, however we consider that it is appropriate that views of the belfry and spire in combination should be considered. The belfry provides a visual anchor to the spire of the church and the keys views of St Ignatius Church should include both the belfry and the spire. The key views to be managed within the study area are identified in the analysis for each study area precinct in this report.

The belfry and spire of St Ignatius Church is visible along the length of the eastern side of Church Street, with primary views from the northeast corner of the Bridge Road and Church Street intersection, from Citizens Park over the roofline of existing buildings (particularly near the intersection of Church and Highett Streets).

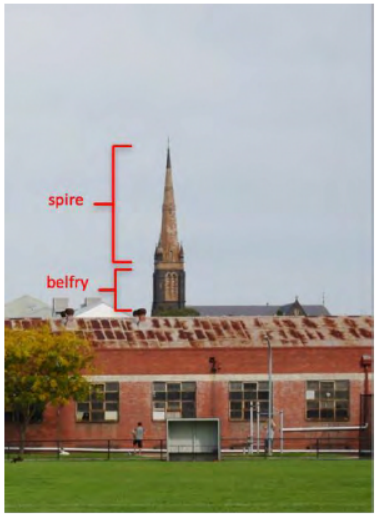


Figure 16. St Ignatius Church, Richmond from Citizens Park, Highett Street

5.3.3 Pelaco Sign

The Pelaco Sign is an illuminated sky-sign erected in 1936 on top of the Pelaco Company's former factory building at 21-31 Goodwood Street. The sign, but not the factory building beneath it, is included in the VHR (H1149), which means the heritage values of the fabric of the sign and development within the extent of registered land is managed through the *Heritage Act 2017*. The Pelaco Sign was designed to both signal the location of the Pelaco Factory Building and serve as a major advertising devise visible from up to 1km away along Wellington Parade. It is one of a number of illuminated signs that have become synonymous with the City of Yarra.

The provisions of Clause 22.03 are necessary to protect the views to the illuminated Pelaco Sign, which was designed to be viewed from a distance and from the major thoroughfares of Wellington Parade and Bridge Road.

The following primary views of the Pelaco Sign are identified in the *Landmarks & Views Assessment* are provided from within or adjacent to the Bridge Road study area:

View 1	Tram Stop 13 on Wellington Parade
View 2	Northwest corner of the intersection of Punt Road and Wellington Parade
View 3	Southwest corner of the intersection of Hodgson Terrace and Church Street

The following secondary view is identified:

View 4	The intersection of Lord and Abinger streets.

In addition, it is our opinion that the impact on the view from the forecourt of the Richmond Town Hall warrants consideration in any planning approvals. However, we understand that an approved five-storey development at 242 Bridge Road will remove this view if constructed.

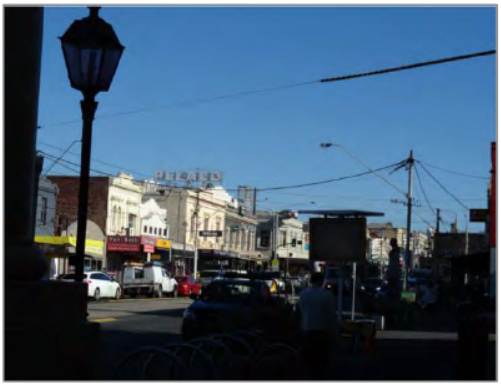


Figure 17. Pelaco Sign from the forecourt of Richmond Town Hall (©Ethos Urban)

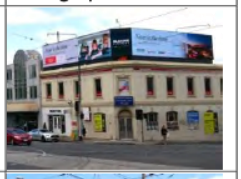
5.4 LOCAL LANDMARKS

In addition to the municipal-wide landmarks identified at Clause 22.03 the Bridge Road corridor also includes buildings and structures that, through their location,

scale, function and architectural form and detail, act as local landmarks. These buildings are frequently graded 'individually significant' and serve as markers, wayfinding aids or landmarks in the local streetscape context due to their siting at key intersections, their scale or their historic uses within the surrounding streetscape.

In the context of the Bridge Road study area, the local landmarks are described in Table 2.

Table 2 – Local landmark buildings

Address	Building Name	Type	Corner	Grading	Photograph
2 Bridge Road	Former Napier Hotel	Former hotel on a prominent corner site	Bridge Road and Punt Road	Individually Significant (HO310)	
254 Bridge Road	The Vine Hotel	Hotel on a prominent corner site	Bridge Road and Church Street	Individually Significant (HO310)	
319-323 Bridge Road	Former Richmond Police Station	Public building within a civic complex	-	Individual heritage place (HO230)	
325-333 Bridge Road	Richmond Town Hall	Major public building within a civic complex	-	Individual heritage place (HO532)	
372 Bridge Road	Spread Eagle Hotel	Hotel on a prominent corner site	Bridge Road and Coppin Street	Individually Significant (HO310)	
527-533 Bridge Road	Royal Oak Hotel	Hotel on a prominent corner site	Bridge Road and Burnley Street	Individual heritage place (HO529) (also mapped within HO310)	

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

534 Bridge Road (includes part 516-524 Bridge Road)	Former Flour Mill & Grain Store Complex (addressed as 518-524 in the *Database of Heritage Significant Areas*)	Group of four grain silos	Bridge Road and Type Street	Individual heritage place (HO531) (also graded Individually Significant within HO310)	
642 Bridge Road	The Bridge Hotel	Hotel on a prominent corner site	Bridge Road and Westbank Terrace	Not within the HO	

While these local landmarks do not warrant specific controls to protect specific view lines or vistas it is desirable that they remain visually prominent within the Bridge Road streetscape.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

6.0 BRIDGE ROAD WEST- PRECINCT 1

6.1 DESCRIPTION

Precinct 1 (Bridge Road West) runs along Bridge Road between Hoddle Street/Punt Road to the west and Church Street to the east. It is a predominantly commercial precinct with a MUZ zoned area to the north of Bridge Road. The precinct is largely made up of two-storey buildings with shops on the ground floor and residences on the upper level(s) dating from the late nineteenth century to the mid-twentieth century, as well as a smaller number of single-storey shops dating from the same period. The facades of these buildings are generally rendered or face-brick buildings with parapets.

Bridge Road rises up from Hoddle Street/Punt Road in the west and from Church Street in the east, with the ridge line running on the approximate alignment of Lennox Street. With the exception of Lennox Street none of the cross streets align on the north and south sides of Bridge Road. The carriageway of Bridge Road is approx. 20m wide between Punt Road and Church Street.

Figure 18. Precinct 1 map

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 19. Precinct 1 – aerial photograph (Nearmap, 2021)

The precinct includes three major intersections: Punt Road/Hoddle Street at the western end, Lennox Street, and Church Street at the eastern end. The 'individually significant'-graded two-storey former Napier Hotel occupies the southeast corner of the intersection of Bridge Road and Hoddle Street. The intersection of Bridge Road and Lennox Street has 'individually significant' buildings on the northwest, southwest and southeast corners including the Toole's Building – the three-storey scale of which is unusual in the context of Bridge Road. Similarly, the intersection of Bridge Road and Church Street has 'individually significant' buildings on three corners (the northeast, southwest and southeast corners) which are of a consistent two-storey scale.

The tallest Victorian-era buildings are no more than three-storeys in height (numbers 37-41, 132 and 194 Bridge Road), with two-storey buildings generally ranging in height (to the flat upper surface of the parapet or balustrade) from approximately[3] 8m to 11m, with the average street wall height being around the mid-point of this range. Decorative features generally extend from between 300mm (for a small urn) to over 1500m (for a large pediment) above the height of the parapet.

[3] Estimated from Google Earth Pro.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 20. (left) Looking west down the southern side of Bridge Road from Hoddle Street (HO310)

Figure 21. (right) South side of Bridge Road (22 Bridge Road on the right) (HO310)

Figure 22. (left) South side of Bridge Road (112 Bridge Road on the right) (HO310)

Figure 23. (right) North side of Bridge Road looking west from the intersection with Lennox Street (141 Bridge Road on the right) (HO310)

Figure 24. (left) South side of Bridge Road looking west from the intersection with Lennox Street (170 Bridge Road on the right) (HO310)

Figure 25. (right) South side of Bridge Road looking east from the intersection with Lennox Street (132 Bridge Road on the right) (HO310)

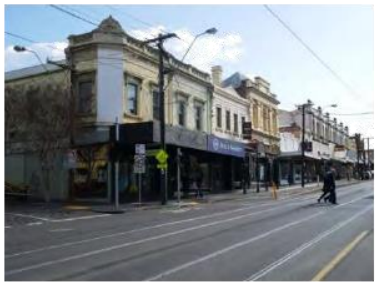


Figure 26. (left) South side of Bridge Road (192 Bridge Road on the right) (HO310)

Figure 27. (right) Southwest corner of the intersection with Church Street (HO310)

There has been little recent or higher rise development on the southern side of Bridge Road. On the north side, the Epworth Hospital Complex dominates the western end of the street. A new seven-storey development is located behind the 'contributory' single storey facades at 123-125 Bridge Road. A major 14-storey development with a three-storey podium on the site of the demolished National Picture Theatre has recently been constructed at 153-177 Bridge Road. A major mixed-use development is currently under construction at the former Richmond Plaza/Coles site which extends north up the western side of Church Street.

Other recent development includes:

- A ten-storey development at 183-189 Bridge Road that has a three-storey infill podium and upper-level development of a further seven-storeys
- A seven-storey development behind the retained heritage buildings at 209-211 Bridge Road
- A seven-storey development at 229-231 Bridge Road that retains the main form of the heritage building
- A new development at 243-247 Bridge Road, which has a three-storey podium development rising to 11-storeys.

The depth of these sites has generally enabled upper-level development to be set well back from the Bridge Road frontage so that the new form is read as a separate building behind the Bridge Road heritage buildings. It has also enabled the retention of the primary form of the heritage building – and not simply the street façade – in a number of cases.

6.2 ZONING

The land within Precinct 1 along Bridge Road is generally included within the C1Z. The Epworth Hospital Complex is included within the Special Use Zone – Schedule 5 (SUZ5) and the land generally bounded by McGoun and Hull streets to the north, Richmond Plaza to the east, Leggo Place to the south and Lennox Street to the west is zoned Mixed Use Zone (MUZ). The carriageway of Bridge Road itself is zoned RDZ1.

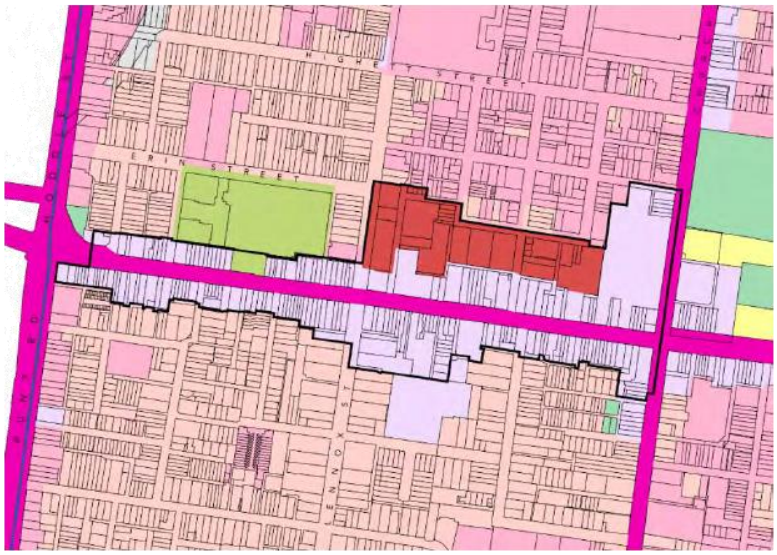


Figure 28. Precinct 1 – Zoning map

6.3 HERITAGE STATUS

The majority of Precinct 1 is subject to HO310 (Bridge Road Precinct), along with adjacent sections of HO315 (Church Street Precinct) and HO332 (Richmond Hill Precinct) that are commercially zoned. The Pelaco Sign at 21-31 Goodwood Street

and is included on the VHR (H1149) and falls just outside Precinct 1. The precinct also includes a number of 'individually significant' buildings including former hotels and banks of the Victorian and Edwardian eras.

The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Bridge Road or side streets.
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies to Bridge Road
- Visible chimneys
- Some intact rear wings and outbuildings.

Precinct 1 as it addresses Bridge Road is included within the Heritage Overlay.

Figure 29. Precinct 1 – Heritage Overlay map
Precinct 1 outlined

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

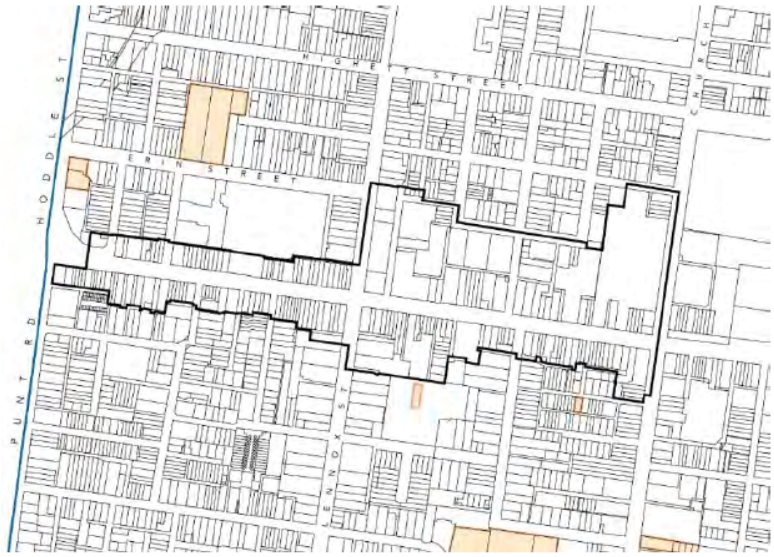


Figure 30. Precinct 1 – VHR map
Precinct 1 outlined

In summary, the existing heritage status for Precinct 1 (noting that the Pelaco Sign is included here for completeness even though it is located immediately south of Precinct 1) is:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
H1149	Pelaco Sign	21-31 Goodwood Street, Richmond	HO259	1939
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO526	Halls Building	202-206 Church Street, Richmond	Individual heritage place	1886
HO527	Houses	32 & 34 Thomas Street, Richmond	Individual heritage place	c.1894
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO310	Bridge Road Precinct	Various	Various	1860s onwards
HO315	Church Street Precinct	Various	Various	1850s onwards
HO332	Richmond Hill Precinct	Various	Various	1850s onwards
HO338	West Richmond precinct	Various	Various	1850s onwards

The Victoria Street and Bridge Road Built Form Review: Heritage Assessments report recommended the addition of heritage places and the amendment of existing Statements of Significance. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

6.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 1 contains a reasonably intact late nineteenth and early twentieth century High Street, with the southern side being substantially more intact and cohesive in form and appearance.

The Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. Within the land subject to precinct-based Heritage Overlays, there are a number of sites identified as being 'not contributory' that offer infill development opportunities. In these locations the potential future character should reflect the consistent existing streetscape with new built form constructed to the street boundary, with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should also be discouraged. Infill facades should respect the materiality of the heritage buildings, and the relationship between solid and void that is established by the 'individually significant' and 'contributory' buildings.

Any new upper-level development – either behind retained heritage forms or new infill – should be set back from the street wall to retain the low-scale, turn-of-the-century High Street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road, as well as on the oblique angle when moving along the opposite footpath. The recent upper-level development on the northern side of Bridge Road is generally set back in excess of 9m from the street wall, allowing the heritage form to retain its visual prominence and ensuring new built form is read independently of the heritage building. These generous setbacks should be continued for new development on the northern side of Bridge Road.

Development above the street wall on the north side of Bridge Road should be setback to retain existing views of the clock tower of Richmond Town Hall, particularly when viewed from the intersection with Lennox Street to the west.

Development on the south side of Bridge Road should be massed to retain existing views of the Pelaco Sign over the rooftops and parapets from the important viewpoints at Wellington Parade in East Melbourne, including from Tram Stop 13 and the northwest corner of the intersection of Bridge Road and Punt Road/Hoddle Street. To the east, development should be massed to retain existing views of the Pelaco Sign offered from the Civic Precinct noting that the approved, but not commenced, development at 242 Bridge Road (VCAT Ref: P2068/2017) will obscure this view if constructed. The residential zoning (NRZ and GRZ) of the majority of the land within HO332 will largely protect the identified primary views to the Pelaco Sign looking west from the intersection of Hodgson Terrace and Church Street due to the mandatory height controls applied to these zones.

Development above the street wall on the west side of Church Street, particularly that within HO315 (Church Street Precinct), should be massed to protect views of the belfry and spire of St Ignatius Church when viewed along Church Street from the north. Development on the eastern side of Church Street, south of Bridge Road will have no impact on the key views to the church tower and spire.

6.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to the Bridge Road – Precinct 1 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1.

The cross-sectional diagrams and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height for infill development that reflects the established (Victorian and Edwardian-era) two-storey scale of the precinct and discourages single-storey infill development.
- Encourage the street wall height of any new infill development to not exceed the height of the flat upper surface of the parapet of the adjacent 'individually significant' or 'contributory' heritage building.
- Ensure zero setback from the Bridge Road and Church Street boundary for infill development.
- Ensure that the heritage buildings remain prominent within the Bridge Road and Church Street streetscapes 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 by a minimum of 6m and for redevelopment to respect the existing inter-floor heights of the existing heritage fabric. A greater setback is required where taller built form is proposed on the north side of Bridge Road between Judd and Church streets; noting that this reflects existing and emerging built form.
- Retain the visual prominence of the return façades of buildings that address Bridge Road and (from west to east) Hoddle Street, Normanby Place, Rotherwood, Verity, Union, Lennox, Bosisto, Waltham and Church Streets, by setting back new upper-level development from both street frontages.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).

- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the single- and two-storey adjacent heritage buildings within HO315 (Church Street Precinct), HO332 (Richmond Hill Precinct), HO338 (West Richmond Precinct), HO526 (202-206 Church Street) and HO527 (32 & 34 Thomas Street).
- Retain views of the clock tower of Richmond Town Hall from the west when viewed from the south side of Bridge Road, particularly from the southwest corner of the intersection of Lennox Street and Bridge Road.
- Retain views of the belfry and spire of St Ignatius Church when viewed along Church Street from the north, particularly from the northeast corner of the intersection of Bridge Road and Church Street.
- Retain views of the Pelaco Sign when viewed over the parapets and rooflines from Tram Stop 13 on Wellington Parade in East Melbourne, the north western side of the intersection of Bridge Road and Punt Road/Hoddle Street.
- Retain the visual prominence of other local landmarks within the streetscape including the former Napier Hotel at 2 Bridge Road.

A DDO should be applied to land in Bridge Road – Precinct 1 adjacent to properties on the Heritage Overlay, including 268-274 and 278-280 Church Street (not included within HO315 – Church Street Precinct), which:

- Encourages setbacks to match those of the adjacent heritage place from the street boundary.
- Encourages the street wall height to not exceed that of the adjacent heritage building.
- Ensures upper-level development is set back to retain the prominence of the established street wall.

7.0 BRIDGE ROAD SOUTH - PRECINCT 2

7.1 DESCRIPTION

Precinct 2 (Bridge Road South) runs along the southern side of Bridge Road between Church Street to the west and Burnley Street to the east. It is a predominantly commercial precinct. The precinct is made up predominantly of two-storey buildings with shops on the ground floor and residences on the upper level(s) dating from the late nineteenth century to the mid-twentieth century, as well as a smaller number of single-storey shops dating from the same period. The facades of these buildings are generally rendered or face-brick buildings with parapets.

The topography of Precinct 2 is flat and side streets do not generally align to the north and south of Bridge Road, the exceptions being Coppin Street and Lord Street / Gardner Street. The carriageway of Bridge Road widens to approx. 30m east of Church Street, which means that any development above the street wall east of this intersection will be inherently more visible than if the same development was to occur west of Church Street.

Figure 31. Precinct 2 map

Figure 32. Precinct 2 – aerial photograph (Nearmap, 2021)

The precinct includes the major intersections of Bridge Road with Church, Coppin and Burnley streets. The intersection of Bridge Road and Church Street has 'individually significant' buildings on three corners (the northeast, southwest and

southeast corners) which are of a consistent two-storey scale. At the southeast corner of the intersection of Bridge Road and Coppin Street is the 'individually significant' Morans Spread Eagle Hotel. The southwest corner of the intersection are occupied by 'contributory' two-storey early twentieth century buildings. The southwestern side of Bridge Road and Burnley Street intersection is located within Precinct 2 with a single storey 'contributory' building at the southwest corner of this intersection.

The predominant two-storey form buildings generally ranges in height (to the flat upper surface of the parapet or balustrade) from approximately 8m to 11m[4], with the average street wall height being around the mid-point of this range. Decorative features generally extend from between 300mm (for a small urn) to over 1500m (for a large pediment) above the height of the parapet.

The Stanford Block buildings at 314-328 Bridge Road retain highly intact rear wings and brick outbuildings that are visible from the Mary Street, Waterloo Place (to a lesser degree) and the Pandoleon Lane to the rear.

Figure 33. (left) The Vine Hotel (254 Bridge Road) southeast corner of Bridge and Church streets (HO310)

Figure 34. (right) Looking west along Bridge Road from the intersection with Gleadell Street, 300 Bridge Road on the left (HO310)

Figure 35. (left) South side of Bridge Road (Stanford Block Building, 314-328 Bridge Road on the left) (HO310)

Figure 36. (right) rear of the Stanford Block Building viewed from Mary Street (HO310)

[4] Estimated from Google Earth Pro.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 37. (left) South side of Bridge Road looking east toward Coppin Street, 350 Bridge Road on the right (HO310)

Figure 38. (right) South side of Bridge Road looking west from the intersection with Coppin Street (368 Bridge Road on the left) (HO310)

Figure 39. (left) South side of Bridge Road looking east from Coppin Street, Spread Eagle Hotel, 372 Bridge Road on the right (HO310)

Figure 40. (right) South side of Bridge Road looking west towards Coppin Street, 394 Bridge Road on the left (HO310)

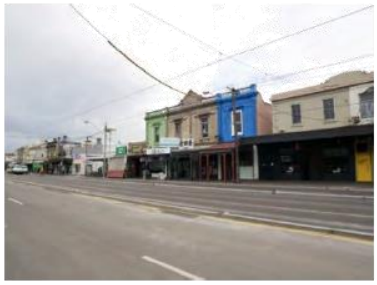


Figure 41. (left) South side of Bridge Road looking east towards Lord Street, 396 Bridge Road on the right (HO310)

Figure 42. (right) Bleasby's Buildings (1885), 398-404 Bridge Road (HO310)

Figure 43. (left) Southwest corner of the intersection with Burnley Street, 494 Burnley Street to the left (HO310)

There has been little recent or higher rise development within Precinct 2.

7.2 ZONING

The land within Precinct 2 along Bridge Road is included within the C1Z. The carriageway of Bridge Road itself is zoned RDZ1.

Figure 44. Precinct 2 – zone map

7.3 HERITAGE STATUS

The majority of Precinct 2 is subject to HO310 (Bridge Road Precinct), along with adjacent sections of HO315 (Church Street Precinct). The precinct also includes a number of 'individually significant' buildings including former hotels of the Victorian and Edwardian eras.

The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Bridge Road or side streets.
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies to Bridge Road
- Visible chimneys
- Some intact rear wings and outbuildings.

Precinct 2 as it addresses Bridge Road is included within the Heritage Overlay.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 45. Precinct 2 – Heritage Overlay map

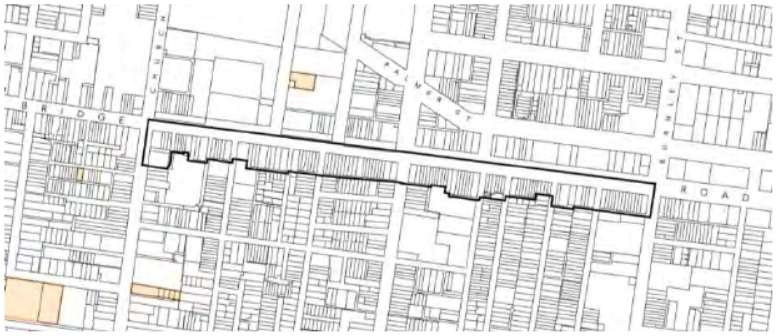


Figure 46. Precinct 2 – VHR map

In summary, the existing heritage status for Precinct 2:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
-	-	-	-	-
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO310	Bridge Road Precinct	Various	Various	1860s onwards
HO315	Church Street Precinct	Various	Various	1850s onwards

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report made a number of recommendations in relation to the current heritage controls applying to Precinct 2. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

In addition to these it is noted that the unusually intact nature of the rear wings of the Stanford Block building at 314-328 Bridge Road, which are highly visible from Mary Street and Pandoleon Lane, is not articulated in the Statement of Significance for the Bridge Road Precinct. It is therefore recommended that a separate Statement

of Significance be prepared and incorporated into the Yarra Planning Scheme to provide a tailored description of the fabric and values of this row of shop/residences.

7.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 2 contains a highly intact late nineteenth and early twentieth century High Street on the south side of Bridge Road. The intact rear wings and outbuildings of the Stanford Block building at, 314-328 Bridge Road, contribute to the historical understanding of the precinct.

The Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. Within the land subject to precinct-based Heritage Overlays, there are a number of sites identified as being 'not contributory' that offer infill development opportunities. In these locations the potential future character should reflect the consistent existing streetscape, with new built form constructed to the street boundary with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should also be discouraged. Infill facades should respect the materiality of the heritage buildings, and the relationship between solid and void established by the 'individually significant' and 'contributory' buildings.

Any new upper-level development – either behind retained heritage forms or new infill – should be set back from the street wall to retain the low-scale, turn-of-the-century High Street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road, as well as on the oblique angle when moving along the opposite footpath.

In this precinct development above the street wall between Church Street to the west and Waterloo Place to the east has the potential to obscure views of the Pelaco Sign that are currently offered from the forecourt of the Richmond Town Hall.

7.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to the Bridge Road – Precinct 2 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1.

The cross-sectional diagrams and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage

place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height for infill development that reflects the established (Victorian and Edwardian-era) two-storey scale of the precinct and discourages single-storey infill development.
- Encourage the street wall height of any new infill development to not exceed the height of the flat upper surface of the parapet of the adjacent 'individually significant' or 'contributory' heritage building.
- Ensure zero setback from the Bridge Road and Church Street boundaries for infill development.
- Ensure that the heritage buildings remain prominent within the Bridge Road and Church Street streetscapes 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 by a minimum of 6m and for redevelopment to respect the existing inter-floor heights of the existing heritage fabric.
- Retain the visual prominence of the return façades of buildings that address Bridge Road and (from west to east) Church, Lyndhurst, Hosie, Mary, Coppin, Lord, Hunter, Fraser, and Neptune Streets.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the single and two-storey adjacent heritage buildings within HO269 (4-6 Hunter Street), HO315 (Church Street Precinct), HO332 (Richmond Hill Precinct) and HO338 (West Richmond Precinct).
- Retain the visual prominence of local landmarks within the streetscape including the Vine Hotel at 254 Bridge Road and the Spread Eagle Hotel at 372 Bridge Road.

8.0 BRIDGE ROAD CENTRAL - PRECINCT 3

8.1 DESCRIPTION

Precinct 3 (Bridge Road Central) runs along the northern side of Bridge Road between Church Street to the west and Gardner Street to the east. It is a civic and commercial precinct that has a varied character comprising major civic buildings including the Richmond Town Hall (HO532) and the neighbouring former Richmond Police Station (HO230), a highly intact terraced row of two-storey shop/residences at 289-307 Bridge Road, and the former Richmond Cinema/Ice-skating rink at numbers 311-317 which has been heavily remodelled where it addresses Bridge Road for its current use as a retail show room. The single-storey polychrome brick former Gas Inspector's Residence is located at 7 Gleadell Street (VHR H1610). The other built form between Gleadell and Gardner Streets is a mix of single- and two-storey shop/residences dating from the late nineteenth century to the mid-twentieth century, interspersed with late twentieth century buildings of up to three storeys in height. The facades of these buildings are generally rendered masonry or precast panels with parapets. A single-storey, domestically-scaled McDonald's restaurant set within a car park is located within Precinct 3 at 227 Church Street.

Figure 47. Precinct 3 map

Figure 48. Precinct 3 – aerial photograph (Nearmap, 2021)

Visually the Richmond Town Hall dominates this precinct in its scale, grand portico entrance and landmark clock tower. It is physically separated from neighbouring buildings and is significantly taller than its single- and two-storey neighbours. A number of civic, sporting and educational facilities are located to the immediate north of the precinct including the Richmond Police Station, the Richmond Union Bowling Club, Richmond High School, Citizens Park and Richmond Swimming Pool and Recreation Centre.

The topography of Precinct 3 is flat and the side streets do not generally align to the north and south of Bridge Road. The carriageway of Bridge Road widens to approx. 30m east of Church Street, which means that any development above the street wall east of this intersection will be inherently more visible than if the same development was to occur west of Church Street.

Like the Stanford Block buildings within Precinct 2, the terrace row of shop/residences at northeast corner of the intersection of Bridge Road and Church Street (289-307 Bridge Road) retain highly intact rear wings and brick outbuildings that are visible from the rear laneway and to a lesser degree from Church Street.

Figure 49. (left) The northeast corner of Bridge and Church streets, 289-307 Bridge Road (HO310)

Figure 50. (right) rear of 289-307 Bridge Road viewed from the laneway (HO310)
(Google Streetview, Oct 2016)

Figure 51. (left) North side of Bridge Road looking west from opposite Richmond Town Hall (HO230, HO532 and HO310)

Figure 52. (right) North side of Bridge Road looking towards Richmond Town Hall from the intersection with Mary Street, 345 Bridge Road on the right (HO532 and HO310)

Figure 53. (left) North side of Bridge Road looking west from opposite the intersection with Griffiths Street, 367 Bridge Road on the right (HO310)

Figure 54. (right) 381-389 Bridge Road (HO310)

Figure 55. (left) North side of Bridge Road looking east from the southeast corner of the intersection with Coppin Street, 403 Bridge Road on the left (HO310)

Figure 56. (right) North side of Bridge Road looking west, 419 Bridge Road on the right (part HO310)

Figure 57. (left) North side of Bridge Road looking west from the intersection with Gardner / Lord streets, 433 Bridge Road on the right (part HO310)

Figure 58. (left) Former Gas Inspector's Residence, 7 Gleadell Street (VHR H1610) (Heritage Victoria, 2008)

The recent development in Precinct 3 is limited to low-scale infill development of between one and two storeys with a single, more substantial development at 345 Bridge Road.

8.2 ZONING

The land within Precinct 3 along Bridge Road is generally included within the C1Z. The former Richmond Police Station and the Richmond Town Hall are zoned Public Use Zone (PUZ). The carriageway of Bridge Road itself is zoned RDZ1.

Figure 59. Precinct 3 – zone map

8.3 HERITAGE STATUS

The approximately half of Precinct 3 is subject to HO310 (Bridge Road Precinct). The application of HO310 within Precinct 3 is unusual as it omits non-contributory parts of the streetscape from the Heritage Overlay leaving gaps between graded buildings. The former Richmond Police Station and the Richmond Town Hall are subject to individual heritage overlays. The former Gas Inspector's Residence at 7 Gleadell Street is included on the VHR (H1610).

The buildings within the Heritage Overlay generally demonstrate the following characteristics, noting that this precinct includes a number of unique heritage buildings including the former Richmond Police Station, Richmond Town Hall and former Gas Inspector's Residence:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Bridge Road or side streets.
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies to Bridge Road
- Visible chimneys
- Some intact rear wings and outbuildings.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 60. Precinct 3 – Heritage Overlay map

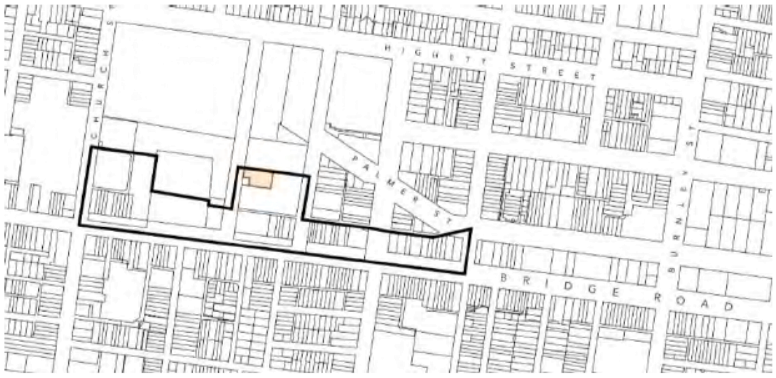


Figure 61. Precinct 3 – VHR map

In summary, the existing heritage status for Precinct 3:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
H1610	Former Gas Inspector's Residence	7 Gleadell Street, Richmond	HO260	1883
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO230	[former] Richmond Police Station	319 Bridge Road	Individual heritage place	1877
HO532 also included in HO310	Richmond Town Hall	325-333 Bridge Road	Individual heritage place	1869, remodelled 1934
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO310	Bridge Road Precinct	Various	Various	1860s onwards

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report made a number of recommendations in relation to the current heritage controls applying to Precinct 3. Amendment C245yara (gazetted in February 2021)

implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

In addition to these it is noted that the unusually intact nature of the rear wings of the terraced row of shop/residences at 289-307 Bridge Road, which are high visible from the rear laneway, is not articulated in the Statement of Significance for the Bridge Road Precinct. It is therefore recommended that a separate Statement of Significance be prepared and incorporated into the Yarra Planning Scheme to provide a tailored description of the fabric and values of this row of shop/residences.

8.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 3 is a diverse precinct of civic and commercial buildings. East of the Richmond Town Hall the streetscape is less intact than those of Precincts 1 and 2. The intact rear wings and outbuildings of the shop/residences at 289-307 Bridge Road, contribute to the historical understanding of the precinct.

The inclusion of the Former Gas Inspector's Residence at 7 Gleadell Street on the VHR means any development of this heritage place will be managed through the *Heritage Act 2017*.

The Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. Within the precinct there are a number of sites not subject to the Heritage Overlay that offer infill development opportunities. In these locations the potential future character should reflect the consistent existing streetscape, with new built form constructed to the street boundary with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should also be discouraged. Infill facades should respect the materiality of the heritage buildings, and the relationship between solid and void established by the 'individually significant' and 'contributory' buildings.

Any new upper-level development – either behind retained heritage forms or new infill – should be set back from the street wall to retain the low-scale, turn-of-the-twentieth century High Street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road, as well as on the oblique angle when moving along the opposite footpath.

Although graded 'contributory', the former Richmond Cinema/Ice-skating rink at 311-317 Bridge Road has been substantially altered, particularly as it addresses the street frontage which provides an opportunity for more substantial alteration to the front part of the building. If redevelopment of both this site and 335 Bridge Road (on the corner of Gleadell Street) is proposed, new development should reflect the consistent two (Victorian-era) storey street wall height of the broader streetscape.

Within Precinct 3, new upper-level development should be scaled and massed so as not to diminish the prominence of Richmond Town Hall or its clock tower within the broader streetscape or key public realm views of its clock tower.

The height of development within Precinct 3 and the PUZ zoned land immediately north of it should be moderated to avoid obscuring views of the clock tower of

Richmond Town Hall and the belfry and spire of St Ignatius Church afforded from the entrances to, and within, Citizens Park.

8.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to the Bridge Road – Precinct 3 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1.

The cross-sectional diagrams and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height for infill development that reflects the established two (Victorian and Edwardian-era) storey scale of the precinct and discourages single-storey infill development.
- Encourage the street wall height of any new infill development to not exceed the height of the flat upper surface of the parapet of the adjacent 'individually significant' or 'contributory' heritage building.
- Ensure zero setback from the Bridge Road and Church Street boundaries for infill development.
- Ensure that the heritage buildings remain prominent within the Bridge Road and Church Street streetscapes 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 by a minimum of 6m and for redevelopment to respect the existing inter-floor heights of the existing heritage fabric.
- Retain the visual prominence of the return façades of buildings that address Bridge Road and (from west to east) Church and Coppin streets.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:

  - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
  - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.

- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the single and two-storey adjacent heritage buildings within HO269 (4-6 Hunter Street), HO315 (Church Street Precinct), HO332 (Richmond Hill Precinct) and HO338 (West Richmond Precinct).
- Retain the views of the tower and spire of St Ignatius Church when viewed from within Citizens Park at the path around the oval at the Highett Street/Gleadell Street entry.
- Retain the views of the clock tower of the Richmond Town Hall when viewed from within Citizens Park at the:
  - path around the oval at the Highett Street / Church Street entry; and
  - path around the oval where it meets the central entry from Highett Street.
- Retain the visual prominence of local landmarks within the streetscape.

A DDO should be applied to land in Bridge Road – Precinct 3 adjacent to properties on the Heritage Overlay, including numbers 345, 369-379, 393, 409-415 & 421-431 Bridge Road and 17 Griffiths Street which:

- Encourages setbacks to match those of the adjacent heritage place from the street boundary.
- Encourages the street wall height to not exceed that of the adjacent heritage building.
- Ensures upper-level development is set back to retain the prominence of the established street wall.

9.0 BRIDGE ROAD EAST SOUTH - PRECINCT 4

9.1 DESCRIPTION

Precinct 4 (Bridge Road East South) runs along the southern side of Bridge Road between Burnley Street to the west and Park Avenue to the east, with the exception of the NRZ zoned land subject to HO331 – Racecourse Precinct. Precinct 4 includes the C2Z zoned land immediately south of Bridge Road between Neptune and Burnley streets and the Officeworks site at 566 Bridge Road. It is a commercial precinct that has a highly varied character.

The topography of Precinct 4 is flat and the side streets do not generally align to the north and south of Bridge Road. The carriageway of Bridge Road is approx. 30m wide.

Figure 62. Precinct 4 map

Figure 63. Precinct 4 – aerial photograph (Nearmap, 2021)

The precinct is made up of a mix of single- and two-storey shops/residences from the late nineteenth century and early twentieth centuries, single and two-storey factories, warehouses and showrooms dating from the early to mid-twentieth

century, as well as hotels and the former Flour Mill and Grain Store Complex at 516-534 Bridge Road. The late twentieth and early twenty-first century development includes office buildings of up to three-storeys in height. There is little consistency of form or architectural style with the majority of twentieth century development being utilitarian in nature. A number of sites have at-grade car parking or service station-type forecourts addressing Bridge Road.

The C2Z zoned land between Neptune and Burnley streets is occupied by large scale industrial buildings that once formed part of Patterson's and Alcock's Electric Light and Motive Power Co buildings (HO443). The southern part of 198 Stawell Street is occupied by a Modernist-style two storey office building (addressed on the building as 240 Burnley Street). The MUZ zoned land at 2-4 Stawell Street is occupied by the former Fincham Organ Factory (HO284) and a recent townhouse development. The C2Z zoned land on the eastern side of Stawell Street at 566 Bridge Road is occupied by a large single-storey big-box retail outlet (Officeworks) set back from Bridge Road and Stawell Street by at-grade car parking and mature trees.

Figure 64. (left) South side of Bridge Road looking east from Burnley Street, 496 Bridge Road on the right (HO310).

Figure 65. (right) Southwest corner of the intersection of Bridge Road and Type Street, Former Flour Mill and Grain Store Complex, 516-534 Bridge Road (HO531 and HO310)

Figure 66. (left) rear of the Former Flour Mill and Grain Store Complex, 516-534 Bridge Road (HO531 and HO310) viewed from Type Street

Figure 67. (right) Southeast corner of the intersection of Bridge Road and Westbank Terrace, Bridge Hotel, 544 Bridge Road (no HO)

Figure 68. (left) former Alcock's Electric Light and Motive Power Co building, 196A and 200 Burnley Street (HO443)

Figure 69. (right) Oblique aerial view of the Patterson's and Alcock's Electric Light and Motive Power Co buildings from Neptune Street (HO443)

Figure 70. (left) Modern-style office building, 240 Burnley Street (no HO) (domain.com.au)

Figure 71. (right) Former Fincham Organ Factory, 2-4 Stawell Street (HO284)

The recent development in Precinct 4 is limited to low scale infill development of between one and two storeys with a single, three-storey development at 648-650 Bridge Road. A planning permit has been issued for a nine-storey commercial development between Burnley and Neptune streets which includes the land subject to HO443 and the Modernist two storey office building at 240 Burnley Street.

9.2 ZONING

The land within Precinct 4 along Bridge Road is generally included within the C1Z zone. The Officeworks site at 566 Bridge Road and the land south of Bridge Road between Neptune and Burnley streets is zoned C2Z. The former Fincham Organ Factory at 2-4 Stawell Street is zoned MUZ. The carriageway of Bridge Road itself is zoned RDZ1.

Figure 72. Precinct 4 – zone map

9.3 HERITAGE STATUS

The majority of the land within Precinct 4 is not subject to the Heritage Overlay. The historic commercial High Street of Bridge Road ends east of Burnley Street and although HO310 includes all nine lots between 496 and 514 Bridge Road it is only two-storey shop residences at 498, 500 and 502 that make any meaningful contribution to the Bridge Road Precinct. The former Flour Mill and Grain Store Complex at 518-534 Bridge Road, the Patterson's and Alcock's Electric Light and

Motive Power Co buildings at 196-220 Burnley Street the former Fincham Organ Factory at 2-4 Stawell Street are identified as individual heritage places.

Precinct 4 abuts a number of single-storey detached and terraced houses to the south, including 185 Burnley Street (HO426), 1-11 Dickens Street (HO431) and 6-28 Stawell Street (HO481). Immediately east of the Officeworks Site at 566 Bridge Road is the Richmond Racecourse Precinct (HO331) which comprises an estate of pairs of semi-detached single storey brick and tile houses. This estate addresses Bridge Road between the Officeworks site and Westbank Terrace but excluded from the extent of Precinct 4.

Figure 73. HO331 – Racecourse Precinct, Richmond viewed from Bridge Road

The heritage buildings within Precinct 4 reflect a diverse range of forms reflecting their original or existing retail, commercial, factory or grain store uses. The following characteristics are typical for these heritage places:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs
- No setback from Bridge Road or side streets
- Early or altered shop fronts to the ground floor to shop/residents
- Verandahs or later canopies to shop/residents on Bridge Road.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 74. Precinct 4 – Heritage Overlay map

Figure 75. Precinct 4 – VHR map

In summary, the existing heritage status for Precinct 4:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO284	[former] Fincham Organ Factory	2-4 Stawell Street	Individual heritage place	1896
HO443	[former] Patterson's and Alcock's Electric Light and Motive Power Co buildings	196A, 198 and 200-220 Burnley Street	Individual heritage place	1890-1940
HO531 (also included in HO310)	[former] Flour Mill & Grain Store Complex	534-534A Bridge Road Note: the grain silos are located within the land addresses as 516-524 Bridge Road	Individual heritage place	c.1870-1955
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO310	Bridge Road Precinct	Various	Various	1860s onwards

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report made a number of recommendations in relation to the current heritage controls applying to Precinct 4. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

In addition to these it is recommended that the extent of HO310 be reduced to remove numbers 504 to 514 Bridge Road (inclusive) from the Heritage Overlay. Of these only number 506 is graded 'contributory' in the *Database of Heritage Significance Areas* and this building has been substantially altered with later shopfront and canopy. The flat parapet retains a simple cornice, but only the westernmost of the two pilasters with a decorative pediment mounding. It is not considered that the presence of this much-altered single storey building warrants the application of the Heritage Overlay over 504 to 514 Bridge Road.

Two buildings within Precinct 4 warrant assessment of their heritage significance to determine whether they warrant inclusion on the Heritage Overlay. These are:

1. The Bridge Hotel located at the corner of Bridge Road and Westbank Terrace is a prominent and highly intact late nineteenth century hotel with a prominent tiled hipped roof form. It is not included on the Schedule to the Heritage Overlay but is comparable with a number of corner hotels included on the Heritage Overlay as 'individually significant' buildings in precincts or in their own right; and
2. The Modernist-style two storey office building at 240 Burnley Street that is associated with the Patterson's and Alcock's Electric Light and Motive Power Co buildings at 196-220 Burnley Street.

Figure 76. (left) 506 Bridge Road (left) and 504 Bridge Road (right). (Google Streetview , 2020)

Figure 77. (right) The Bridge Hotel, 544 Bridge Road.

Figure 78. (left) 240 Burnley Street (Source: Mark Douglass Design)

9.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 4 contains a wide range of building types, periods and architectural detail and form. The precinct retains its low-scale form and the silos of the former Flour Mill and Grain Store Complex at 516-534 Bridge Road remain a highly visible local landmark in the streetscape. The majority of new development within Precinct 4 is expected to occur on land not subject to the Heritage Overlay.

Any new upper-level development, either behind retained commercial buildings or on adjacent sites, should be set back from the street wall to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road.

The redevelopment of the former industrial and factory buildings will need to be considered on a site-by-site basis as they differ considerably in form and scale. New development should be massed and set back to allow for the industrial nature and the scale of these buildings to be understood.

Development on the Officeworks site at 566 Bridge Road should consider the impact on the abutting single-storey semi-detached houses that comprise the Richmond Racecourse Precinct by setting new building from off the eastern boundary, and should help retain the 'Garden City' character and setting of this estate. Likewise, development within the precinct should consider the visual impact on the adjacent heritage places which are typically single-storey detached and terraced houses.

9.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Bridge Road – Precinct 4 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1.

The cross-sectional diagrams and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height for infill development that reflects the established two (Victorian and Edwardian-era) storey scale of the precinct and discourages single-storey infill development.

- Encourage the street wall height of any new infill development to not exceed the height of the flat upper surface of the parapet of the adjacent 'individually significant' or 'contributory' heritage building.
- Ensure zero setback from the Bridge Road except to 566 Bridge Road where the mature trees facing the street frontage help provide a garden setting for the Richmond Racecourse Estate.
- Ensure that the heritage buildings remain prominent within the Bridge Road 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 by a minimum of 6m and for redevelopment to respect the existing inter-floor heights of the existing heritage fabric.
- Retain the visual prominence of the return façades of buildings that address Bridge Road and (from west to east) Type Street and Westbank Terrace.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the single- and two-storey adjacent heritage buildings within HO426 (185 Burnley Street), HO431 (1-11 Dickens Street), HO481 (Stawell Street Precinct) and HO331 (Racecourse Precinct, Richmond)
- Retain the visual prominence of local landmarks within Precinct 4 particularly the group of four silos associated with the former Flour Mill and Grain Store Complex (HO531).

10.0 BRIDGE ROAD EAST NORTH - PRECINCT 5

10.1 DESCRIPTION

Precinct 5 (Bridge Road East North) runs along the northern side of Bridge Road between Gardner Street to the west and River Street to the east. It is a commercial precinct that has a highly varied character and scale.

The topography of Precinct 5 is flat and the side streets do not generally align to the north and south of Bridge Road. The carriageway of Bridge Road is approx. 30m wide.

Figure 79. Precinct 5 map

Figure 80: Precinct 5 – aerial photograph (Nearmap, 2021)

The precinct is made up of a mix of single and two-storey shops/residences from the late nineteenth century and early twentieth centuries, and single- and two-storey factories, warehouses and showrooms dating from the early to mid-twentieth century. A number of sites have at-grade car parking or service station-type forecourts addressing Bridge Road. Heritage buildings are isolated and include the Royal Oak Hotel (HO529 and HO310), which is prominently located at the

intersection of Bridge Road and Burnley Street. There are no identified heritage places between Gardner and Burnley Streets.

Immediately east of the precinct on the north side of Bridge Road is the six-storey Amora Riverwalk Hotel which incorporates the façade of the Melbourne Tramway & Omnibus Co. Ltd Cable Tram Depot (HO228).

Figure 81. (left) Northeast corner of the intersection of Bridge Road and Burnley Street, Royal Oak Hotel, 527 Bridge Road (HO529 and HO310)

Figure 82. (right) Whipp's Terrace (1873), 597-599 Bridge Road (HO530 and HO310)

Figure 83. (left) James Boland's Shop & Residence (1867), 635 Bridge Road (HO528 and HO310) (left) and shop/residences (1892), 637-639 Bridge Road (HO525 and HO310).

Figure 84. (right) Amora Riverwalk Hotel, 549-655 Bridge Road (HO228)

Recent development includes the five-storey office building at 545 Bridge Road and the seven-storey apartment building at 571 Bridge Road (also addressed as 120 Palmer Street).

10.2 ZONING

The land within Precinct 5 along Bridge Road is included within the C1Z zone. The carriageway of Bridge Road itself is zoned RDZ1.

Figure 85: Precinct 5 – zone map

10.3 HERITAGE STATUS

The vast majority of the land within Precinct 5 is not subject to the Heritage Overlay. Four individual heritage places are included on the Schedule to the Heritage Overlay. There are no heritage places directly abutting the precinct.

The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Bridge Road or side streets.
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies to Bridge Road
- Visible chimneys.

Figure 86. Precinct 5 – Heritage Overlay map

In summary, the existing heritage status for Precinct 5:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay (also included on HO310)	*Name*	*Address*	*Grading*	*Date*
HO525	Shop and residence	637-639 Bridge Road	Individual heritage place	1892

HO528	James Boland's Shop & Residence	635 Bridge Road	Individual heritage place	1867
HO529	Royal Oak Hotel	529-533 Bridge Road	Individual heritage place	1867
HO530	Whipp's Terrace	597-599 Bridge Road	Individual heritage place	1873
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO310	Bridge Road Precinct	Various	Various	1860s onwards

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report made a number of recommendations in relation to the current heritage controls applying to Precinct 5. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

10.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 5 contains a wide range of building types, periods and architectural detail and form with only isolated heritage building. Recent commercial and apartment development of up to seven storeys has been accommodated in this Precinct.

Any new upper-level development, either behind retained commercial buildings or on adjacent sites, should be set back from the street wall to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road.

Future development associated with the prominently located Royal Oak Hotel at the corner with Burnley Street should retain the visible roof form and be massed to retain its local landmark value.

10.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Bridge Road – Precinct 5 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1.

The cross-sectional diagrams and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Encourage the street wall height of any building abutting a heritage place to not exceed the height of the flat upper surface of the parapet for a distance of 6m.
- Ensure zero setback from the Bridge Road.
- Ensure that the heritage buildings remain prominent within the Bridge Road 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 by a minimum of 6m and for redevelopment to respect the existing inter-floor heights of the existing heritage fabric.
- Retain the visual prominence of the return façades of the Royal Oak Hotel to Burnley Street.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Retain the visual prominence of local landmarks within the streetscape.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

PART III: BUILT FORM RECOMMENDATIONS

11.0 BUILT FORM TESTING

To assist in the translation of the 'Recommended Built Form Parameters' in Part II into specific guidance that could be translated into a DDO control, the heritage analysis was reviewed against cross-sectional drawings of potential development envelopes and 3D computer modelling prepared by MGS Architects and Urban Circus to test the appropriateness of particular built form outcomes that achieved the intent of the 'Recommended Built Form Parameters'.

Cross-sectional drawings and 3D computer modelling of potential bulk and massing envelopes for the study area were interrogated. The existing built form was modelled along with approved, but not yet constructed, proposals as well as development under construction. This was used as a 'working' massing model to inform heights and setbacks on key development sites and to provide a comparative visual analysis.

The images were taken from the model from natural eye level (1.7m) on the public footpath with an emphasis placed on cross-street intersections and locations where the public dwells. Key views of municipal-wide landmarks as identified in the *Landmarks & Views Assessment* (Ethos Urban, October 2019) were also modelled and reviewed.

Extensive field work was undertaken and site visits were used to inform the recommendations made in this report. Views of heritage places were only considered from the public footpath, public parks or from the tram stops where relevant with particular emphasis placed on intersections and tram stops where pedestrians are likely to dwell.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

12.0 BUILT FORM RECOMMENDATIONS

Any DDO applied to the Bridge Road study area should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as the 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1, and proposed Clause 15.03-1L as endorsed by Council.

Buildings graded 'individually significant' and 'contributory' or included in the VHR are referred to as 'heritage buildings' within the table below and those graded 'not-contributory' or that are vacant are considered 'infill sites'. The Executive Director, Heritage Victoria will be the principal decision maker in relation to any redevelopment of the VHR places within the Bridge Road study area, namely the former Gas Inspector's Residence at 7 Gleadell Street which is included on the VHR as H1610.

Note: the setbacks for individual heritage places should be informed by their Statements of Significance and an analysis of the historic fabric of the heritage place.

12.1 RECOMMENDED DDO CONTROLS – PRECINCT 1

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	Maximum 11m; minimum 8m	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context and discourage single storey infill within the two-storey streetscape.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	0m	-	To ensure new built form responds to the heritage context which has no setback to the street.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	Lennox and Church streets 6m Bridge Road: north side west of Judd Street 6m	6m from the side elevations to other side street	A mandatory minimum 6m setback from the Bridge Road, Lennox Street and Church Street boundaries is necessary given the highly consistent two-storey built form and the need to protect the visual prominence of the heritage street wall. This distance will also retain the majority of visible chimneys and roof forms.

Attachment 2 - Built Form Review: Bridge Road - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

	Bridge Road: north side between Judd and Church streets 13m Bridge Road: south side 6m		The increased setback between Judd and Church Streets reflects existing and emerging built from is necessary to moderate the taller built form in this area. A preferred minimum 6m setback from side streets will protect the prominence of return facades, visible roof forms and chimneys and enable a variety of design responses.
Maximum building heights within the Heritage Overlay	North side of Bridge Road between Moorhouse Street and Normandy Place 18m (5 storeys) North side of Bridge Road between Lennox Street and Church Street 18m (5 storeys) South side of Bridge Road between Punt Road and 42 Bridge Road 15m (4 storeys) South side of Bridge Road between 444 Bridge Road and Rotherwood Street 11m (3 storeys) South side of Bridge Road between Rotherwood Street and Church Street 18m (5 storeys)	North side of Bridge Road between Normandy Place and Lennox Street 21m (6 storeys) 202-206 Church Street and 32 & 34 Thomas Street 15m (4 storeys)	A range of mandatory height limits are necessary to maintain the prominence of the heritage buildings within the streetscape. Low (11m) height limits are necessary at the western end of Bridge Road to protect the primary views of the Pelaco Sign when viewed from the northwest corner of the intersection of Wellington Parade and Punt Road. The variety of existing higher built form and current development on the north side Bridge Road between the Epworth Hospital and Church Street means that mandatory controls are not warranted in these locations. Lower (15m) built form is required behind the two storey Halls Building, 202-206 Church Street (HO526) and Houses at 32 & 34 Thomas Street (HO527). The uppermost level (or levels) should be set further back than the mid-level development to avoid visually dominating the heritage street wall.

12.2 RECOMMENDED DDO CONTROLS – PRECINCT 2

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land	Maximum 11m; minimum 8m	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context and discourage single storey infill within the two-storey streetscape.

subject to the Heritage Overlay			
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	0	-	To ensure new built form responds to the heritage context which has no setback to the street.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	Bridge Road and Church Street 6m	6m from the side elevations to other side street	A mandatory minimum 6m setback from the Bridge Road and Church Street boundaries is necessary given the highly consistent two-storey built form and the need to protect the visual prominence of the heritage street wall. This distance will also retain the majority of visible chimneys and roof forms. A preferred minimum 6m setback from side streets will protect the prominence of return facades, visible roof forms and chimneys and enable a variety of design responses.
Maximum building heights within the Heritage Overlay	18m (5 storey)	-	A five-storey mandatory height limit to will maintain the prominence of the heritage buildings within the streetscape if the upper most level is set further back than the mid-level development

12.3 RECOMMENDED DDO CONTROLS – PRECINCT 3

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	Maximum 11m; minimum 8m	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context and discourage single storey infill within the two-storey streetscape.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	0m	-	To ensure new built form responds to the heritage context which has no setback to the street.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	Bridge Road, Church and Coppin streets 6m	6m from other side streets	A mandatory minimum 6m setback from the Bridge Road, Church and Coppin Street boundaries is necessary given the need to protect the visual prominence of the heritage street wall. This distance will also retain the majority of visible chimneys and roof forms.

			A preferred minimum 6m setback from side streets will protect the prominence of return facades, visible roof forms and chimneys and enable a variety of design responses.
Maximum building heights within the Heritage Overlay	18m (5 storey)	-	A 18m maximum height control is necessary to protect identified primary views of the clocktower of Richmond Town Hall and the belfry and spire of St Ignatius Church from Citizens Park and the visual prominence of existing heritage buildings. The upper most level (or levels) should set further back than the mid-level development to avoid dominating the existing heritage buildings. Note: the heritage significance and building form of the Richmond Town Hall, the former Richmond Police Station and the VHR-listed Former Gas Inspectors' Residence at 13 Gleadell Street means these properties have little or no development potential beyond their current building heights.

12.4 RECOMMENDED DDO CONTROLS – PRECINCT 4

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	Maximum 11m; minimum 8m	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context and discourage single storey infill within the two-storey streetscape.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the setback of the neighbouring heritage building	To ensure new built form responds to the heritage context which has no setback to the street. A preferred control will provide for the variety of conditions which range from the commercial buildings built to the street frontage to the Racecourse Precinct (HO331).
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	Bridge Road 6m	6m from side streets The upper-level setbacks to the diverse former factories and grain store and flour mill should be informed by their individual form but	A mandatory minimum 6m setback from the Bridge Road boundary is necessary given the need to protect the visual prominence of the heritage building. This distance will also retain the majority of visible chimneys and roof forms. A preferred minimum 6m setback from side streets will protect the

		should generally not be less than 6m. Setbacks from the north and eastern boundary should be provided to new development at the Officeworks site at 566 Bridge Road to retain the 'Garden City' setting of the Racecourse Precinct.	prominence of return facades, visible roof forms and chimneys and enable a variety of design responses. The former Fincham Organ Factory at 2-4 Stawell Street (HO284), the former Patterson's and Alcock's Electric Light and Motive Power Co buildings at 196A, 198 and 200-220 Burnley Street (HO443) and the former Flour Mill & Grain Store Complex at 534-534A Bridge Road (HO531) should be informed by the individual characteristics of that building.
Maximum building heights within the Heritage Overlay	South side of Bridge Road 18m (5 storey)	West side of Burnley Street 21m (6 storey) East side of Stawell Street 18m (5 storey)	A 18m mandatory height limit will maintain the prominence of the heritage buildings within the streetscape if the upper most level is set further back than the mid-level development. A preferred control is appropriate to inform development on the large industrial site at 196A, 198 & 200-220 Burnley Street noting that a nine storey has been approved. Likewise, the Officeworks site at 566 Bridge Road should have a preferred height limit which protects the setting if the Racecourse Precinct.

12.5 RECOMMENDED DDO CONTROLS – PRECINCT 5

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context. A preferred control recognises that there are no infill sites within intact streetscapes.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the setback of the neighbouring heritage building	To ensure new built form responds to the heritage context which has no setback to the street. A preferred control will provide for this mixed character precinct.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	6m from Bridge Road and Burnley Street	-	A mandatory minimum 6m setback from the Bridge Road boundary is necessary given the need to protect the visual prominence of the heritage building. This distance will also retain the majority of visible chimneys and roof forms.

			A mandatory minimum 6m setback from the Burnley Street boundary for the Royal Oak Hotel at 529-533 Bridge Road the is necessary to protect the landmark quality and historic form of this building.
Maximum building heights within the Heritage Overlay	529-533 Bridge Road 18m (5 storey)	597-599, 635 & 637-639 Bridge Road 18m (6 storey)	A 18m mandatory height limit will maintain the prominence of the Royal Oak Hotel on the prominent Bridge Road and Burnley Street corner. buildings within the streetscape if the upper most level is set further back than the mid-level development. The other heritage buildings within Precinct 5 should have new built from behind them limited to 18m. A preferred control is appropriate due to the mixed character of this precinct. The uppermost level (or levels) should be set further back than the mid-level development to avoid dominating the existing heritage buildings.

12.6 ADDITIONAL GUIDANCE

The heritage policy proposed as part of C269yara includes specific strategies to address new development and alterations to commercial and industrial heritage places. If these provisions are implemented through Amendment C269yara, additional heritage design requirements are not likely to be needed within a DDO. However, if new development is to be informed by the existing heritage provisions at Clauses 15.03-1S, 21.05-1, 22.02 and 43.01 of the Yarra Planning Scheme, we recommend that the following heritage design requirements be applied to a DDO:

- New infill development within heritage precincts should:
  - Interpret the historic façade rhythm, including fenestration patterns and proportions, the relationship between solid and void, and the existing module of structural bays.
  - Retain the visual prominence of prominent corner buildings and local landmarks.
  - Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.
  - Ensure façade treatments and the articulation of new development are simple and do not compete with the heritage fabric.
  - Avoid the replication of existing decorative features and architectural detail.
- The adaptation of existing heritage buildings should:
  - Discourage highly reflective glazing in historic openings.

  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.
- New upper-level development behind existing heritage buildings should:
  - Retain the visual prominence of parapet and roof-top elements including parapets, balustrades, pediments, chimneys, lanterns, urns and other architectural features, where these exist.
  - Be set back to retain the visual prominence of prominent corner buildings and local landmarks.
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building.
  - 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 streetscape within precincts and to individual heritage buildings.
  - Avoid highly articulated facades with recessed and projecting elements.
  - Avoid highly contrasting or vibrant primary colours.
  - Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
  - Be articulated to reflect the fine-grained character of narrow sites.
  - Encourage that upper-level development behind rows of identical or similar shop/residences is consistent in form, massing and façade treatment as existing upper-level development (where this exists).
- New development on land immediately abutting heritage places should:
  - Provide a sensitive site-responsive transition between the existing heritage fabric and the new proposed built form.
  - Retain the visual prominence of prominent corner buildings and local landmarks.
  - Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.

- Ensure façade treatments and the articulation of new development are simple and do not compete with the heritage fabric.
- Avoid the replication of existing decorative features and architectural detail.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

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Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

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This report is limited in its scope to consideration of post-contact cultural heritage and does not provide advice on any Aboriginal cultural heritage significance. The subject site forms part of the 37.5% of Victoria where there is currently no formally recognized Traditional Owner groups. Nonetheless, we acknowledge the Traditional Owners of the land at this place and pay our respects to their Elders past, present and emerging. For more information, please visit https://www.aboriginalvictoria.vic.gov.au

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Cover Image: Looking west down the northern side of Victoria Street from opposite the intersection of Lithgow Street, January 2021.

GLOSSARY OF ABBREVIATIONS

C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
DDO	Design and Development Overlay
DELWP	Department of Environment, Land, Water and Planning
GRZ	General Residential Zone
HO	Heritage Overlay
MAC	Major Activity Centre
MUZ	Mixed Use Zone
NAC	Neighbourhood Activity Centre
NRZ	Neighbourhood Residential Zone
PPN	Planning Practice Note
PUZ	Public Use Zone
SUZ	Special Use Zone
VHR	Victorian Heritage Register

All photos taken by GJM Heritage during 2017, 2018 and in January 2021 unless otherwise stated.

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EXECUTIVE SUMMARY

Victoria Street is one of the most important commercial corridors within the City of Yarra and separates the suburbs of Abbotsford to the north and Richmond to the south. Laid out in 1837 (at the same time as Bridge Road), Victoria Street has undergone substantial change with few intact streetscapes and a substantially smaller number of heritage buildings than other comparable commercial High Streets within the City of Yarra. As well as the linear form of Victoria Street, the study area includes lengths of mixed-use Zoned (MUZ) land on Nicholson, Lithgow and Little Charles streets, land abutting either side of the railway line to the south of North Richmond Station, land addressing the eastern side of Hoddle Street to the south of the intersection with Victoria Street, and the small area of MUZ land immediately east of Leslie Street to the south of Victoria Street.

Today the commercial and mixed-use zoned land along the Victoria Street corridor is the subject of more intensive development. This is evident where a number of multi-storey mixed-use developments have been constructed to date, particularly at the street's eastern end. Within the study area, recent development of four to nine storeys in height is evident at 313 Victoria Street, Abbotsford (five storeys); 486 Victoria Street, Richmond (six storeys); 11 Lithgow Street, Abbotsford (four storeys); and 8 Garfield Street, Richmond (nine storeys).

In 2018, David Lock Associates (now Kinetica), on behalf of the City of Yarra (Council), prepared a Built Form Framework of Victoria Street and Bridge Road (the Built Form Framework) to determine where and how new development can occur. This work informed the preparation of interim Design and Development Overlays (DDOs) for Victoria Street and Bridge Road; interim DDO22 applies to Victoria Street. MGS Architects reviewed the built form outcomes, which will be translated into permanent Design and Development Overlay (DDO) controls for the study area.

This heritage advice will help ensure that the review work and the subsequent DDO appropriately responds to the heritage fabric and values of the study area, leading to fully integrated decision-making when considering new development opportunities.

This heritage advice builds on and updates the *Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations* report prepared by GJM Heritage (GJM) and dated 14 June 2018. That report was supported by the *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report, dated 1 August 2018 (also prepared by GJM), which analysed the existing heritage values and qualities along Victoria Street, Richmond and Abbotsford and Bridge Road, Richmond, and the surrounding mixed use and commercial areas. It identified gaps, inconsistencies and inaccuracies in the current heritage controls and provided recommendations for addressing these issues. Amendment C245yara (gazetted in February 2021) implemented the findings of the *Heritage Assessments* report, which included updated Statements of Significance and other changes to the Heritage Overlay. The updated Statements of Significance are now included in the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document* (May 2020) and the associated Incorporated Document (May 2020).

This advice identifies the built form parameters that are needed to ensure the heritage values of the area are appropriately managed and protected, and that acceptable heritage outcomes are being achieved for development. This includes a

consideration of whether mandatory or discretionary controls are appropriate to achieve greater certainty in heritage outcomes. This advice has been updated from that provided in the June 2018 GJM report to take account of improved modelling, changes to relevant Planning Practice Notes and recent Planning Panel Reports considering similar historic high streets.

This Heritage Analysis and Recommendation Report is presented in three parts:

Part I: The Project and Planning Framework

Part I introduces the project, the methodology applied to the project and the planning framework in which the project is occurring.

Part II: Heritage Analysis

Part II contains a heritage analysis of the study area. It details the heritage qualities and values of each precinct, identifies any gaps or issues in the existing heritage framework and provides recommendations for appropriately managing heritage places within the study area.

Part III: Built Form Recommendations

Part III contains specific built form recommendations to ensure heritage places and values are appropriately managed within a changing urban context. The specific recommendations are informed by modelling prepared by MGS Architects and Urban Circus.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

PART I: THE PROJECT AND PLANNING FRAMEWORK

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

1.0 INTRODUCTION

1.1 YARRA'S HIGH STREETS

The City of Yarra is endowed with one of the largest and most highly intact collections of turn of the twentieth century 'High Streets' in the State of Victoria. These High Streets include the Major Activity Centres of Swan Street and Bridge Road in Richmond, Brunswick Street in Fitzroy, Smith Street straddling the suburbs of Fitzroy and Collingwood and Victoria Street, in Abbotsford and Richmond. They also include a number of Neighbourhood Activity Centres, including Gertrude Street in Fitzroy, Johnston Street in Fitzroy & Collingwood, Rathdowne Street and Nicholson Street in Carlton North, St Georges Road in Fitzroy North, and Queens Parade in Fitzroy North & Clifton Hill.

This collection of High Streets is unique to Melbourne and helps to define the character of the municipality. Their value to the community is recognised by their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Activity Centre status of these High Streets presents a challenge: how do we manage the tension between the desire to retain the heritage values of these areas and meet the growth objectives of the Yarra Planning Scheme?

In 2018, David Lock Associates (now Kinetica), on behalf of the City of Yarra (Council), prepared a Built Form Framework of Victoria Street and Bridge Road (the Built Form Framework) to determine where and how new development can occur. This work informed the preparation of interim Design and Development Overlays (DDOs) for Victoria Street and Bridge Road; interim DDO22 applies to Victoria Street. MGS Architects reviewed the built form outcomes, which will be translated into permanent Design and Development Overlay (DDO) controls for the study area.

This heritage advice will help ensure that the review work and the subsequent DDO appropriately responds to the heritage fabric and values of the study area, leading to fully integrated decision-making when considering new development proposals.

This heritage advice builds on and updates the *Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations* report prepared by GJM Heritage (GJM) and dated 14 June 2018. That report was supported by the *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report dated 1 August 2018 (also prepared by GJM) which analysed the existing heritage values and qualities along Victoria Street, Richmond and Abbotsford and Bridge Road, Richmond and the surrounding mixed use / commercial areas. It identified gaps, inconsistencies and inaccuracies with the current heritage controls and provides recommendations for addressing these issues. Amendment C245yara (gazetted in February 2021) implemented the findings of the *Heritage Assessments* report, which included updated Statements of Significance and other changes to the Heritage Overlay. The updated Statements of Significance are now included in the *Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document* (May 2020) and the associated Incorporated Document (May 2020).

1.2 BRIEF DESCRIPTION OF THE VICTORIA STREET STUDY AREA

The Victoria Street Study Area (the study area) generally includes the Commercial 1 and 2 zoned (C1Z and C2Z) land that extends from Hoddle Street in the west to Flockhart Street in the east along the northern side of Victoria Street and from

Hoddle Street to Johnson Street on the southern side. In addition to the C1Z and C2Z zoned land along Victoria Street, the study area includes:

- Mixed Use Zone (MUZ) land north of Victoria Street on Nicholson, Lithgow and Little Lithgow streets;
- MUZ and C2Z zoned land abutting either side of the railway line to the south of North Richmond Station;
- C2Z zoned land addressing the eastern side of Hoddle Street to the south of the intersection with Victoria Street; and
- MUZ zoned land immediately east of Leslie Street in the south side of Victoria Street.

Part II of this report describes the study area in greater detail.

Figure 1: Victoria Street Study Area

1.3 BRIEF HISTORY OF VICTORIA STREET

The following brief history is drawn from the Statement of Significance for HO408 – Victoria Street Precinct the 1998 City of Yarra Thematic History (Allom Lovell & Associates) and supplemented with additional research.

Simpson's Road (now Victoria Street) was created as a road reserve in Robert Hoddle's Crown Allotment survey of 1837 and would form the boundary between the municipalities of Collingwood and Richmond. Although the name Victoria Street had been adopted by the 1850s, references to Simpson's Road continued through the 19th century and into the early part of the 20th century.

Victoria Street began to develop a commercial character in the mid-19th century, particularly at its western extent near Hoddle Street, closest to Melbourne's Central Business District (CBD). By the end of the 1860s this area was occupied by mixed shops and services.

Small industries developed at the eastern extent of the street where noxious trades were built on the Yarra River, which provided water supply and waste disposal. An example of a building that illustrates this early development is found at Nettleton's Fellmongery at no. 663 (1861; later Alma Woolworks).

The prosperous 1870s and 1880s boom period saw a significant increase in commercial development along Victoria Street in response to the increased residential development in the surrounding areas, and by the 1880s the street was a consolidated commercial strip. During this decade, many of the simple structures of the earlier decades were replaced with more substantial and decorated premises. Buildings of this period were predominantly one- or two-storey shops, with residences to the first floor or to the rear, and often built in rows with no front or side boundary setbacks. Notable buildings constructed during the Victorian period are the Savings Bank at no. 231 (1884), the former National Bank of Australia at no. 261 (1887), Lambeth Buildings at no. 275-277 (1886) and shops at nos. 297-301 (1880), nos. 371-377 (1890) and nos. 459-465 (1890).

The Victoria Street Bridge, connecting Richmond and Collingwood with Hawthorn and Kew, was constructed in the early 1880s (strengthened and widened 1915), allowing Victoria Street to become a major east-west thoroughfare. Its construction encouraged the subdivision of 150 allotments fronting Victoria Street, east of Church Street. Victoria Street was serviced by cable trams from 1886, and electric trams from the late 1920s, which made the commercial strip accessible to a wider clientele.

The 1890s depression caused development in Abbotsford and Richmond, and wider Melbourne, to virtually cease for a decade. Victoria Street continued as a local retail and service precinct into the 20th century. Some commercial development occurred during the Edwardian period, with a small number of simple examples remaining at 74-76, 112 and 118-120 Victoria Street. Interwar development along the street is evident in such buildings as the former Simpson's Glove Factory at 488-496 Victoria Street (1920), Terminus Hotel at no. 605 (originally built in 1866 as Brickmakers Arms and remodelled in the 1930s), the Handley & Tilley Building at no. 655 (1929) and the associated Crusader Plate Building at no. 651-653 (1937).

Victoria Street has been home to 'Little Audrey' of the Skipping Girl sign since 1936. A reproduction of the Skipping Girl sign is erected on top of 651-653 Victoria Street (since 1970); the original sign was located on the Skipping Girl Vinegar Factory at 627 Victoria Street from 1936 to 1968. It is believed to have been the first animated neon sign in Melbourne.

In the post-war period, the demographics of the area underwent a transformation with the arrival of European migrants, and later migrants from South-East Asia. This change in demographics was reflected in the commercial character of Victoria Street, with a shift to cake shops, delicatessens, confectioners and hairdressers operated by and catering for the new European arrivals. In the 1970s, many South East Asian refugees settled in the area and subsequently made Victoria Street their own, transforming the street into Melbourne's centre for Vietnamese grocery stores, green grocers and restaurants, drawing customers from all over Melbourne. The street has seen a large amount of modern development, comprising both small commercial premises and large-scale residential and commercial developments.

Figure 2. (left) 233 Victoria Street, Abbotsford Street c.1884 (SLV, Image 0006880)

Figure 3. (right) Intersection of Victoria and Church Street looking towards 278 Victoria Street (now demolished) (SLV, Image a39994)

1.4 SCOPE OF THE HERITAGE ANALYSIS & RECOMMENDATIONS REPORT

GJM Heritage has been commissioned to provide updated advice in relation to the Bridge Road, Richmond and Victoria Street, Abbotsford & Richmond study areas and to detail recommendations for the future management of these areas in the context of potential new development. This report considers Victoria Street, Abbotsford & Richmond and has been prepared simultaneously with that considering Bridge Road, Richmond.

GJM has previous provided advice on a number of Yarra's historic high streets and commercial precincts, which has informed proposed built form controls that are at various points in the planning scheme amendment processes. One of these, the *Queens Parade Built Form Heritage Analysis & Recommendations* (11 December 2017) has been implemented through Amendment C231yarapt1 gazetted on 1 October 2020.

The *Swan Street Built Form Heritage Review*, prepared by GJM, 27 September 2017 has been considered by a Planning Panel through Amendment C191yara (and is currently under consideration by the Minister for Planning).

The following precincts have previously been considered in the *Brunswick and Smith Street Built Form Review*, GJM, 25 November 2019:

- Brunswick Street Activity Centre Spine
- Town Hall Mixed Use Precinct
- Smith Street Activity Centre Spine
- Johnston Street Activity Centre Spine
- Fitzroy East Mixed Use Precinct.

The proposed Gertrude Street Heritage Precinct and the MUZ area south of Gertrude Street between Young and Little Napier Streets was reviewed through the *Gertrude Street Built Form Framework: Heritage Analysis & Recommendations,* GJM Heritage, 9 December 2019.

Alexandra Parade, Victoria Parade and the Fitzroy West Precinct were considered as part of separate heritage reviews dated November 2020. The Collingwood Mixed Use Precinct was considered as part of a separate study completed in June 2018.

The analysis within this report builds on the previous built form reviews and heritage analysis work conducted within the City of Yarra; this work has demonstrated that it is necessary to ensure appropriate weight is given to heritage when considering new development.

The purpose of our advice as part of this project is to ensure that any DDO controls arising from the review of the interim controls take proper account of the heritage values of the precincts and individual buildings within the Victoria Street Study Area.

1.5 METHODOLOGY

The key background documents on which the heritage analysis is based are:

- Yarra Planning Scheme Heritage Overlay Maps 6HO and 7HO.
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies as amended by Amendment C245yara (gazetted 11 February 2021)
- Incorporated Document entitled *City of Yarra Database of Heritage Significant Areas*, July 2020

Of particular relevance are the earlier studies prepared by GJM that this report updates, namely:

- *Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations,* 14 June 2018
- *Victoria Street and Bridge Road Built Form Review: Heritage Assessments,* 1 August 2018

The above documents have been reviewed in the context of the following clauses of the Yarra Planning Scheme and the relevant Planning Practice Notes (PPNs) published by the Department of Environment, Land, Water and Planning (DELWP):

- The relevant provisions of the Yarra Planning Scheme, in particular, are:
  - Clause 15.03-1S 'Heritage conservation'
  - Clause 21.05-1 'Heritage'
  - Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
  - Clause 22.03 'Landmarks and Tall Structures'
  - Clause 22.10 'Built Form and Design Policy'
  - Clause 43.01 'Heritage Overlay'
  - Clause 43.01 'Schedule to the Heritage Overlay'
  - Clause 71.02-3 'Integrated Decision Making'
- PPN 1: *Applying the Heritage Overlay* (August 2018) (PPN1)
- PPN 59: *The role of mandatory provisions in the planning schemes* (September 2018) (PPN59)
- PPN 60: *Height and setback controls for activity centres* (September 2018) (PPN60).

Planning Scheme C245yara recently introduced the Reference and Incorporated Documents entitled 'Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance (May 2020)' which added heritage places and amended the application of the Heritage Overlay including Statements of Significance within the Bridge Road and Victoria Street Study Areas.

We note that the Minister for Planning has authorised the preparation and exhibition of Amendment C269yara to introduce a new Municipal Planning Strategy, local policies and supporting documents into the Yarra Planning Scheme. Exhibition of this Amendment concluded on 20 November 2020 and is currently under assessment. This Amendment remains at an early stage of the amendment process, therefore the advice provided in this report has generally been informed by the relevant existing Local Planning Policy, in particular clauses 22.02, 22.03 and 22.10. Reference is also made to the proposed policies within clauses 15.01-1L, 15.01-2L and 15.03-1L where relevant.

The following Planning Panels Victoria (Panel) reports are relevant to the implementation of the review of the interim controls, particularly as many consider the appropriateness of DDOs (containing both mandatory and discretionary provisions) within activity centres (or in the case of Melbourne Amendment C240, the Capital City Zone) that are also subject, in part, to the Heritage Overlay:

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).
- Stonnington Planning Scheme Amendment C223 'Glenferrie Road and High Street Activity Centre' (15 December 2017)
- Darebin Planning Scheme Amendment C161 'Fairfield Village' (3 December 2018)
- Yarra Planning Scheme Amendment C220 'Johnston Street Built Form Controls' (22 February 2019)
- Melbourne Planning Scheme Amendment C308 'Central Melbourne Urban Design' (16 May 2019)
- Melbourne Planning Scheme Amendment C258 'Heritage Policies Review' (21 May 2019)
- Yarra Planning Scheme Amendment C231 'Queens Parade Built Form Review' (31 October 2019)
- Yarra Planning Scheme Amendment C191 'Swan Street Built Activity Centre' (15 October 2020).

The following reports have also informed this study:

- *Landmarks & Views Assessment* prepared by Ethos Urban for the City of Yarra, October 2019.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

- Fitzroy & Collingwood Built Form Review Stage 2: Victoria Parade Built Form Framework, Hansen Partnership, April 2020.
- Previous heritage built form reports and analysis prepared by GJM Heritage that considered similar historic high streets.

We have approached the preparation of our heritage analysis as follows:

1. Completion of a desktop review of the above listed documents, heritage mapping and grading information, and the Statements of Significance for heritage places within the study area, including those places included in the Victorian Heritage Register (VHR).
2. Completion of fieldwork by Jim Gard'ner. All buildings and structures within the study area were inspected from the public realm with particular attention paid to the presentation of heritage buildings to the public realm (principally the street frontage). The rear and side interfaces to the neighbouring residential areas subject to the Heritage Overlay were also considered, where relevant. The purpose of the fieldwork was to review the 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 MGS. The workshops:
   - Reviewed the proposed 'built form precincts' within the study area, characterised by existing built form characteristics.
   - Identified the desired future character of the built form precincts against heritage analysis and state and local planning policy drivers.
   - Reviewed established views and vistas of landmarks within each streetscape or precinct.
   - Tested built form parameters for new development against the existing heritage fabric utilising cross-sectional drawings with sight-lines taken at natural eye level (1.7m) on the public footpath, and 3D modelling prepared by MGS and Urban Circus. Views were only considered from public streets; laneway and private realm views were not assessed.
4. Finalisation of heritage recommendations for new built form parameters having considered the above.

2.0 ANALYSIS OF THE PLANNING CONTEXT

2.1 ACTIVITY CENTRE PLANNING AND HERITAGE

The *Planning & Environment Act 1987* and the Victoria Planning Provisions (VPPs) 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 1987* are:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To facilitate development in accordance with the objectives set out in the points above.*
- *To facilitate the provision of affordable housing in Victoria.*
- *To balance the present and future interests of all Victorians.*

Clause 71.02-3 of the VPP addresses 'integrated decision making', and states:

> *Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social wellbeing affected by land use and development.*
>
> *Planning and responsible authorities should endeavour to integrate the range of panning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.*
>
> *Planning authorities should identify the potential for regional impacts in their decision making and coordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.*

Activity Centres that are also commonly subject to Heritage Overlay controls, such as parts of the Victoria Street Major Activity Centre, are examples of where the tension between competing planning objectives must be resolved in a balanced way.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

The Victoria Street corridor has excellent public transport connections, and is in close proximity to retail, commercial and hospitality centres as well as the Victoria Gardens shopping centre and Ikea at its eastern end. The study area also includes a number of sites of various sizes that can accommodate new, larger scale, development without adversely affecting the heritage values of surrounding or nearby heritage places. In order to balance the demand for more intensive development with the management of heritage values embodied in buildings and precincts, it is considered necessary that any DDO – and the background work that underpins it – specifically includes heritage considerations.

Clause 21.04-2 of the Yarra Planning Scheme identifies Victoria Street as Major Activity Centre (MAC). Amendment C269yara proposes to introduce Clause 11.03-1L to the Yarra Planning Scheme which provides local policy in relation to Major, Neighbourhood and Local Activity Centres consistent with the Metropolitan Planning Strategy, *Plan Melbourne 2017-2050*. It is noted that the extent of the Victoria Street MAC as defined by Clause 11.03-1L applies to a larger area of land than that considered in this review.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

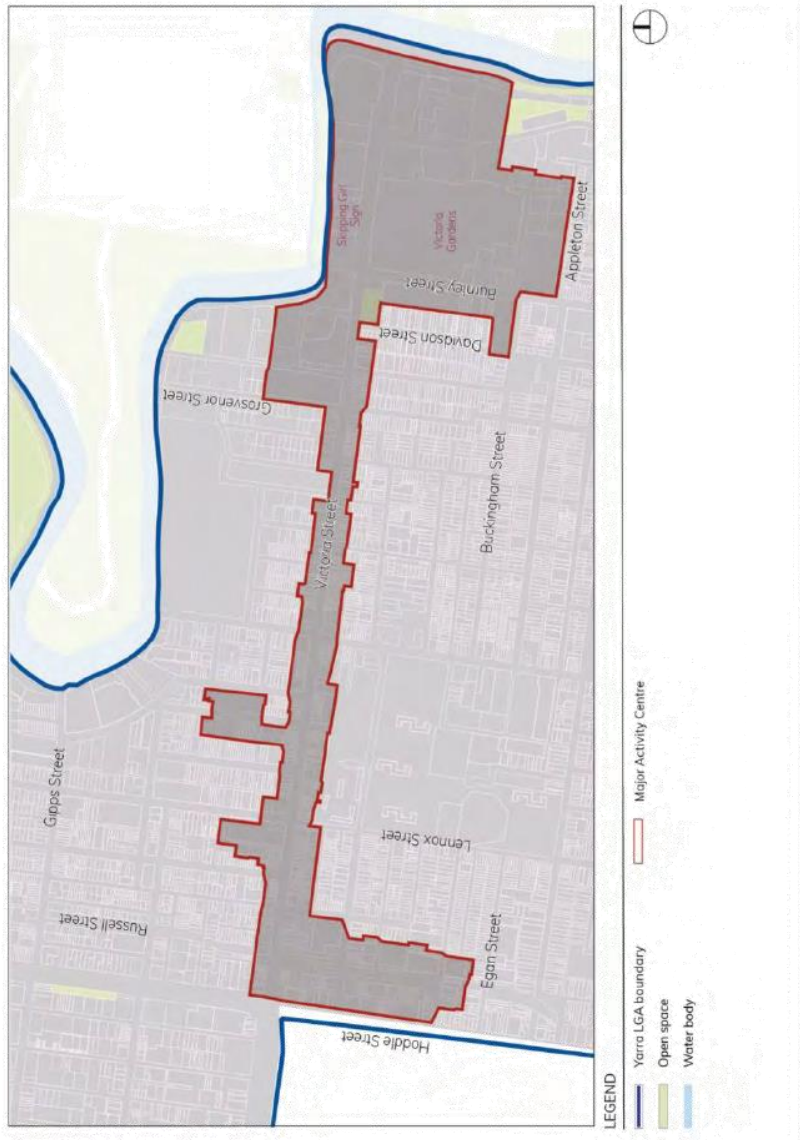

Figure 4. Victoria Street Major Activity Centre (Clause 11.03-1L as exhibited as part of C269yara)

2.2 YARRA PLANNING SCHEME – HERITAGE PROVISIONS

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02. Also of relevance to the protection of the heritage values of the study area is Clause 22.03, which includes policy to protect the visual prominence of landmarks visible from within the study area and Clause 22-10 which includes policy for new development abutting land within the Heritage Overlay.

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 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 14.2 - Support the restoration of heritage places.*
- *Strategy 14.3 - Protect the heritage skyline of heritage precincts.*
- *Strategy 14.4 - Protect the subdivision pattern within heritage places.*
- Strategy 14.5 - *Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces*
- *Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
- *Strategy 14.7 Protect sites of significance to Aboriginal people.*
- *Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02.*
- *Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03.*

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development within the Victoria Street corridor where it is subject to the Heritage Overlay. 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 existing 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 this MAC, nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the City of Yarra. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets, roofline or chimneys of these buildings, the development is of a scale, setback and massing such that it retains the primacy of the heritage streetscape and avoids visually dominating the existing buildings.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance for development of places within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*

- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

Again, these objectives do not preclude higher density development within the Victoria Street Study Area, 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 a 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.

With the exception of those heritage places included on the VHR – and therefore regulated under the *Heritage Act 2017* – the significance of the heritage buildings and precincts within the study area lies primarily in fabric visible from the public realm. Therefore, in most circumstances, the heritage controls within the Yarra Planning Scheme effectively limits the control of heritage fabric within the study area to that which is visible from the street, including primary building facades, rear laneway views (where they exist) and visible roof and chimney elements.

In relation to 'New Development, Alterations and Additions', Clause 22.02-5.7.1 sets out the following policy:

> ***General***
>
> *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
>
> - *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
> - *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
> - *Be visually recessive and not dominate the heritage place.*
> - *Be distinguishable from the original historic fabric.*
> - *Not remove, cover, damage or change original historic fabric.*
> - *Not obscure views of principle façades.*
> - *Consider the architectural integrity and context of the heritage place or contributory element.*
>
> *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1).*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

The policy for full or partial concealment of rear additions to residential buildings as described in Figures 2 and 3 of the General Policy at Clause 22.02 is modified by the Specific Requirements at Clause 22.02-5.7.2 that applies to corner sites and sites with dual frontages, and industrial, commercial and retail heritage places:

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

...

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
- *Incorporate treatments which make them less apparent.*

The specific provisions prevail over the general policy where there is a conflict or inconsistency. This establishes an expectation that new development behind industrial, commercial and retail buildings within the Heritage Overlay is not going to be fully or substantially concealed from public realm views.

Although a greater level of concealment would generally provide a better heritage outcome, this specific sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one- and two-storey dwellings within narrow residential streets and is not readily applied to the commercial form of Victoria Street.

It is also considered that the policy at 22.02-5.7.1 to 'Discourage elements which … are not contemporary with the era of the building such as … reflective glass, glass balustrades and pedestrian entrance canopies' may not achieve an appropriate urban design and architectural outcome within a commercial setting such as that present along Victoria Street. In such areas, a 'contrasting' or 'interpretative' design approach for new taller development above the heritage building is likely to be more recessive than a 'respectful' or 'historicist' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive.

2.2.2 Landmarks and Tall Structures

Clause 22.03 – 'Landmarks and Tall Structures' identifies a number of landmark buildings and advertising signs to which views should be protected. Although no identified municipal-wide landmarks are located within the study area itself, viewpoints to the Skipping Girl Sign at 651 Victoria Street, Abbotsford and the spire of St Ignatius Cathedral at 326-348 Church Street, Richmond are located along Victoria Street. These key views and viewpoints have been included and assessed in this report as they are identified in Clause 22.03. Consideration has also been given to the *Landmarks & Views Assessment* (Ethos Urban, October 2019) and proposed Clause 15.01-2L – 'Landmarks'.

The relevant policies at Clause 22.03 include:

- *Maintain the prominence of Yarra's valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

The policy seeks to ensure new buildings within the vicinity of the Skipping Girl Sign and St Ignatius Catholic Church are designed so that the visual prominence of these buildings or structures is maintained.

Proposed Clause 15.01-2L expands on these considerations to define the primary viewpoints of each landmark, and includes the following strategies:

> *Site, scale and set back new development to avoid encroachment upon views to the identified architectural elements of landmarks.*
>
> *Provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.*
>
> *Minimise light spill from new development that would reduce the visual prominence of identified illuminated landmark signs at night time.*

2.2.3 Heritage Overlay

The head heritage provision of the VPP, Clause 43.01 'Heritage Overlay', has the following purpose:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Clause 43.01-8 sets out 'Decision Guidelines' – in addition to those included in Clause 65 – that the Responsible Authority must consider before determining a permit application. These are:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*
- *Whether the location, style, size, colour and materials of the proposed solar energy facility will adversely affect the significance, character or appearance of the heritage place.*

The objective of the State Planning Policy at Clause 15.03-1S is "To ensure the conservation of places of heritage significance". It goes on to identify 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 protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

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.

While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose of 43.01 and the first decision guideline encompasses the whole Municipal Planning Strategy and the Planning Policy Framework (integrated decision-making). Therefore, a balance must be struck by the Responsible Authority between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs, including Activity Centre policy and commercial zoning. It is evident throughout inner Melbourne, that new rear development can frequently be accommodated behind heritage buildings in commercial precincts without substantially compromising their identified heritage values.

3.0 HERITAGE IN DESIGN AND DEVELOPMENT OVERLAYS – PANEL FINDINGS

Planning Panels Victoria has considered a number of Planning Scheme Amendments that are of particular relevance to this project: Bayside Amendments C113, C114 and C115, Boroondara C108, Darebin Amendment C161, Moreland Amendment C134, Melbourne Amendments C240, Stonnington Amendment C223, Whitehorse Amendment C175 and Yarra Amendments C220, C231 and C191.

Panels for these Amendments considered the appropriateness of mandatory controls in the context of PPN59 and, in their recommendations, provided guidance on which circumstances mandatory controls should be applied. In response to submissions, they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions. In addition to these panel reports, Amendment C123 to the Banyule Planning Scheme, approved via ministerial intervention, provides further instruction as to the role of mandatory controls.

These reports also provide useful guidance on the form and wording of DDO controls.

In summary, the Panels have concluded that:

- The Heritage Overlay identifies what is significant within an Activity Centre.
- It is appropriate for DDOs to provide guidance on heritage issues to inform future development.
- Mandatory controls should be used only 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 built form controls.

In this project, the approach taken in the formulation of the built form controls to manage development affecting heritage places is to complement existing policy. Clause 22.02 - 'Development Guidelines for Sites Subject to the Heritage Overlay' and relevant parts of Clause 22.10 – 'Built Form and Design Policy' have been taken as the starting point for the development of these complementary controls and policy.

Where existing policy is considered to be satisfactory, no additional policy has been recommended. However, specific policy has been recommended where it is considered necessary to provide guidance to recognise the current role of the Victoria Street Major Activity Centre, and to enable its future development while protecting its heritage values.

A discussion of the most relevant of the Panel reports is provided below, and at Section 3.9 the recommendations for each panel are summarised with comment on the implications of the outcome.

3.1 YARRA PLANNING SCHEME AMENDMENT C231

GJM Heritage prepared the Queens Parade Built Form Heritage Analysis and Recommendations (11 December 2017) which informed Amendment C231yara. C231yara seeks to apply built form controls in the form of DDOs to Queens Parade,

Fitzroy North and Clifton Hill and amend Heritage Overlay controls that apply within the study area.

Of relevance to the Victoria Street study area, the Panel for Amendment C231 found that the strategic work undertaken in support of the Amendment was strong and that it assisted in justifying the majority of the built form parameters recommended in the DDOs, particularly with respect to mandatory controls. At p29 of the Panel Report, the Panel notes that:

> *Exceptional circumstances exist for the application of mandatory controls for development as the QPAC (Queens Parade Activity Centre) includes a number of significant and contributory heritage places and heritage fabric set within a consistent streetscape form.*

The Panel supported the mandatory upper-level setback of 8m within the Council preferred DDO and the combination of mandatory and preferred height controls where this provided certainty where distinctive heritage fabric warranted greater protection. It also recognised that an Activity Centre with diverse built form can have areas of little change where growth can be accommodated elsewhere within the Centre. Further, the Panel agreed that it was appropriate for the proposed mandatory built form controls within DDO16 to protect the key views of local landmarks and those identified in Clause 22.03.

3.2 YARRA PLANNING SCHEME AMENDMENT C220

Johnston Street in Collingwood and the western part of Abbotsford (west of the railway viaduct) is a highly intact, predominantly Victorian/early Edwardian-era streetscape covered by the Heritage Overlay. Those parts of Victoria Street included within the Heritage Overlay have similarly high proportion of 'Contributory' and 'Individually Significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m) as Johnston Street.

C220yara introduced built form controls along Johnston Street in the form of DDO15. The Panel report recommended the inclusion of the following DDO objective which is also relevant to those parts of Victoria Street subject to the Heritage Overlay:

> *To preserve the valued heritage character of the streetscape and ensure that the predominantly two storey (heritage scale) street-wall remains the visually prominent built form of Johnston Street west of the railway line bridge...*

The Panel report provides commentary which is of relevance to a consideration of the proposed built form controls for Victoria Street. In particular, the Panel stated:

> *In urban design terms, the 6 metre setback will retain the 'human scale' of Johnston Street, secure the distinction between the street wall and upper levels and will reduce the potential for overshadowing and adverse wind conditions.*
>
> *...*
>
> *The Panel does not agree that less significant sections [of Johnston Street] warrant a different treatment. Less significant areas equally deserve to exhibit the overall urban design outcome: a strong street wall with a distinct setback to the mid level form.*

To achieve these objectives Panel recommended that a building envelope requirement be established that, rather than being based on a sightline test from the opposite side of the street new, required new development to be within a 45° 'angular plane' drawn from the maximum street wall height. In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback consistent with the application of the policy objective at Clause 22.02-5.7.1 that each higher element to industrial, commercial and retail buildings should be set further back from the lower heritage built form.

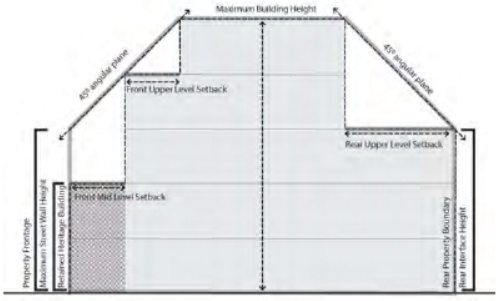

Figure 5. Building envelope requirement – Heritage Building (Figure 1 in Schedule 15 to Clause 43.02 Design and Development Overlay).

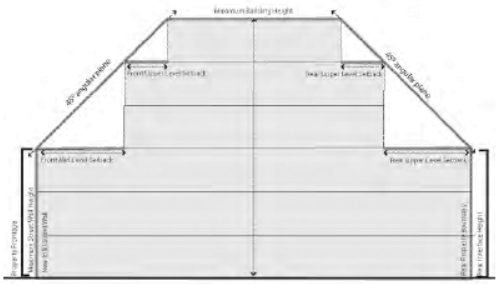

Figure 6. Building envelope requirement – Infill Building (Figure 2 in Schedule 15 to Clause 43.02 Design and Development Overlay).

3.3 YARRA AMENDMENT C191

Swan Street, Richmond is a Major Activity Centre with a highly intact turn of the century 'High Street' occupying a large proportion of its length, as well as smaller precincts and individual heritage places dispersed along its full extent.

Amendment C191yara proposes to introduce four DDOs (DDO25, DDO26, DDO27 and DDO28) to the Activity Centre, with the different controls reflecting the different existing physical conditions and the potential development opportunities evident throughout the Activity Centre.

In its report of 15 October 2020, the Panel supported the use of mandatory controls for street wall and 6m upper-level setbacks for individually significant heritage places and intact heritage streetscapes, as well as mandatory controls for overall building heights in intact heritage streetscapes. Mandatory controls were also supported to protect views to local landmarks.

For parts of the Activity Centre that present a less consistent and more diverse built form expression, discretionary controls were considered to be appropriate.

In contrast to the Panel considering C220yara, the C191yara Panel considered that it was unnecessary to provide additional parameters to guide the form of upper level development, instead finding that the combination of specified heights, setbacks and design requirements for new upper-level development to be "visually recessive", were sufficient. It is noted however that these height and setback controls were informed by sight-line analysis and a consideration of the visibility of new built form behind retained heritage fabric.

3.4 MORELAND AMENDMENT C134

Sydney Road, Brunswick is a Major Activity Centre with a highly intact, predominantly Victorian streetscapes that is subject to the Heritage Overlay. Gazetted on 11 August 2016, C134more introduced DDO18, DDO19 and DDO20. DDO18 set mandatory street wall heights on Sydney Road north of Brunswick Road of between 8m and 11m.

DDO18 provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of ¾ : ¼ street wall to new built form through the following design objective:

- *Be designed to ensure that it occupies no more than one quarter of the vertical angle defined by the whole building in the view from an eye-level of 1.7 metres on the opposite side of the street, as illustrated in Figure 1 below.*

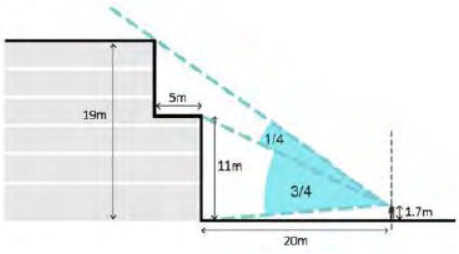

Figure 7. Upper-level setbacks along Sydney Road (Figure 1 in Moreland DDO18).

DDO18 also provides a useful model for dealing with upper-level development where an existing heritage building in the heritage streetscape 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* [Figure 8 of this report] *above*.

3.5 BOROONDARA AMENDMENT C108

The Panel considering C108boro discussed the use of mandatory street wall height, upper-level setbacks and overall heights across 31 Neighbourhood Activity Centres and three commercial corridors (Camberwell Road/Burwood Road and Canterbury Road).

In its report dated 26 February 2014, the Panel noted its strong support for the protection of heritage assets in Boroondara and recommended reinstatement of policy in the exhibited Amendment that encouraged new development on or adjoining a heritage place to be moderated. In particular, the Panel recommended that policy guidance be included that:

> *The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.*

The Panel also considered the use of mandatory height and setback controls, and recognised that the version of *Plan Melbourne* at that time foreshadowed stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase planning certainty.

The Panel report recognised that mandatory provisions that prescribed standards without a capacity for departures have been supported in areas of consistently high heritage value with consistent character. While acknowledging the heritage values and 'main street' character of the Neighbourhood Activity Centres subject to C108, the Panel also recognised that new development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper-level development is either unreasonable or not necessary to maintain 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 centres streetscapes. To achieve this, the Panel identified 5m as being an appropriate mandatory minimum setback for upper-level development in the context of Boroondara's Neighbourhood Activity Centres.

3.6 WHITEHORSE AMENDMENT C175

C175whit sought to implement the *Box Hill Metropolitan Activity Centre Built Form Guidelines* (Hansen Partnership, 2016) by rezoning land, introducing the Built Form Guidelines as a reference document and applying a new DDO Schedule to introduce built form controls. In its consideration of this Amendment, the Panel Report dated 6 October 2017 stated:

> *The Panel would have benefited from a more sophisticated analysis of the heritage precinct that utilised three-dimensional modelling, sight lines and view-sheds to help understand the rationale for the proposed heritage related controls. Without this basic information, it is difficult to determine whether the proposed controls are appropriate…*

and concluded that in the absence of this modelling:

- *The Built Form Responses regarding Heritage should not proceed in their current form.*

The absence of 3D modelling, and sight line and view-shed analysis in relation to those areas of the Box Hill Activity Centre that are subject to the Heritage Overlay appears to have been critical in Panel recommending that the proposed built form controls not be applied to address heritage.

3.7 STONNINGTON AMENDMENT C223

The Glenferrie Road and High Street Major Activity Centre encompasses the two linear commercial strips of Glenferrie Road and High Street in Malvern as well as two peripheral areas. The Heritage Overlay, which covers all of Glenferrie Road and most of High Street, acknowledges the area for its '*metropolitan significance as one of the major strip shopping centres to have retained its role into the late twentieth century, and for the quality and integrity of its Victorian, Federation and Interwar building stock*'.[1] C223ston sought to apply new built form provisions through the application of DDO19 to the entire Activity Centre, with precincts A and B covering the commercial and heritage precincts of Glenferrie Road and High Street respectively.

While the Amendment proposed an 8-10m setback above the street wall for precincts A and B, the Panel found it to be effectively a concealment of upper-level additions, supporting instead a 5m setback as adequate to respect heritage values without removing development capacity. This was derived from the precedent in the Boroondara Planning Scheme and was seen to equate to the typical first room of a Victorian-era building. The Amendment was otherwise generally supported by the Panel as an appropriate balance between protecting heritage values and enabling growth. Discretionary preferred maximum building heights between 14.5 metres (4 storeys) and 21 metres (6 storeys) were supported through precincts A and B.

The Panel also reviewed the drafting of discretionary and mandatory provisions, addressing the appropriateness of the terms 'should' and 'must'. The Panel noted that confusion arose from the DDO parent clause, and until such time as the clause is redrafted, the term 'must' is to be used for schedule requirements with the addition of further clarification if it can be varied with a permit.

3.8 DAREBIN AMENDMENT C161

C161dare proposed to implement the '*Fairfield Village Heritage Assessment, 2017*' (Heritage Intelligence) and '*Fairfield Village Built Form Guidelines 2017*' (Hansen Partnership) through the application of Heritage Overlay (HO313) and DDO21 to the Fairfield Village Neighbourhood Centre. DDO21 created two sub precincts: Area 1 to

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[1] Retrieved from Victorian Heritage Database, 18 January 2018 (https://vhd.heritagecouncil.vic.gov.au/places/31530)

be applied to the proposed HO313 precinct; with the remainder of the Neighbourhood Centre covered by Area 2.

The Panel found the application of the Heritage Overlay in conjunction with the DDO would enable the precinct *'to support a variety of housing typologies at increased densities'* in a way that '*allows the heritage place to be identified and understood*'. Further, the Panel supported the application of a mixture of mandatory and discretionary controls to Area 1 of the DDO in the form of:

- Mandatory maximum building heights at 14.5m and 17.5m (four and five storey), triggered by a lot width of 24m for five-storey.
- Mandatory maximum street wall height to be the greater of 8.5m or the adjacent street wall.
- Discretionary minimum front setbacks above the street wall at generally 4m, and 8m if constructing to a fifth level.
- The addition of a 3m side setback at the fifth-floor level – introduced as a discretionary provision to prevent the creation of a dominating wall of development along Station Street.

3.9 SUMMARY

Table 1 – Summarised recommendations and implications

YARRA AMENDMENT C231	
Recommendation	*Implications*
Significant and contributory heritage places and heritage fabric set within a consistent streetscape form.	Victoria Street displays similar levels of consistency in heritage streetscape to warrant mandatory controls.
8m setbacks.	A 6m mandatory setback can be justified to protect the visual prominence of the heritage streetscapes and individual buildings.
Combination of preferred and mandatory heights.	The use of a balanced combination of preferred and mandatory heights is appropriate to respond to varied conditions.
Limiting heights within heritage precincts while allowing housing capacity to be met elsewhere in the broader precinct.	The majority of the Victoria Street MAC is not subject to heritage controls and can accommodate housing capacity while still limiting heights within land subject to the Heritage Overlay.
YARRA AMENDMENT C220	
Recommendation	*Implications*
A 6m upper-level setback will retain the 'human scale' of Johnston Street, secure the distinction between the [heritage] street wall and upper-levels.	A 6m mandatory upper-level setback is an appropriate minimum.
The less significant sections of Johnston Street do not warrant lesser built from controls.	The same controls should be applied within the DDO irrespective of the significance of the street.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

A preferred ratio of 2/3:1/3 street wall to new upper-level built from should be replaced with a 45 degree angular plane.	A 45 degree angular plane above a nominal 11m street wall height can inform the preferred mid-level built form rather than a ratio based sightline test.
In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback from the mid-level setback.	Upper-level development should be set further back from the street wall consistent with the guidance at 22.02-5.7.2.
YARRA AMENDMENT C191	
Recommendation	*Implications*
Combination of preferred and mandatory heights.	The use of a balanced combination of preferred and mandatory heights is appropriate to respond to varied conditions.
Limiting heights within heritage precincts while allowing housing capacity to be met elsewhere in the broader precinct.	The most highly intact areas warrant low heights to protect heritage place. Larger scale development should be encouraged outside these heritage places.
A 6m upper-level setback is necessary to avoid facadism and to retain the prominence of the heritage street wall	A 6m mandatory upper-level setback is an appropriate minimum for site-specific Heritage Overlays and intact heritage streetscapes.
The combination of upper-level front setbacks, maximum building heights and design requirements in respect of upper-level development is sufficient to manage taller built form in heritage contexts.	Further guidance in the form of a sight-line test or angular plane formulae is not warranted. Note: this conclusion differs from that of the Panel that considered C220yara.
MORELAND AMENDMENT C134	
Recommendation	*Implications*
The application of mandatory street wall heights to Sydney Road is justified.	Provides a justification for the application of mandatory street wall heights within the study area.
Established a preferred ratio of ¾ : ¼ street wall to new upper-level built form.	The use of a sightline test to inform new upper-level built from is appropriate.
BOROONDARA AMENDMENT C108	
Recommendation	*Implications*
The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.	The DDO can included height, setback and design treatment controls to avoid new development dominating heritage places.
New development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper-level development is either unreasonable or not necessary to achieve the primacy of the street wall.	Some visibility of new upper-level development (including from oblique views) will be acceptable and complete concealment is not necessary.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Mandatory upper-level setbacks to the commercial corridors are justified.	Provides a justification for the application of mandatory upper-level setbacks within the study area.
WHITEHORSE AMENDMENT C175	
Recommendation	*Implications*
In the absence of modelling, built form heritage controls should not proceed.	That 3D modelling, sightlines and viewshed analysis should inform built form controls.
STONNINGTON AMENDMENT C223	
Recommendation	*Implications*
Panel supported a 5m upper-level setback instead of the 8-10m setbacks proposed that effectively concealed upper-level development.	There is an expectation that the visibility of some new upper-level built from will be acceptable and complete concealment is not necessary.
Application of the words 'should' and 'must' within controls.	Use 'should' used for preferred controls and 'must' for mandatory controls.
DAREBIN AMENDMENT C161	
Recommendation	*Implications*
The application of mandatory building heights to Fairfield Village is justified.	Provides a justification for the application of mandatory building heights within the study area.
The application of mandatory street wall heights to Fairfield Village is justified.	Provides a justification for the application of mandatory street wall heights within the study area.

4.0 MANDATORY AND DISCRETIONARY HEIGHT AND SETBACK CONTROLS

Planning Practice Note 59: The Role of Mandatory Provisions in Planning Schemes (September 2018) (PPN59) notes that the VPPs are predominantly performance-based and that mandatory provisions are the exception. The PPN sets out a series of five criteria against which to test proposed mandatory provisions, being:

- Is the mandatory provision strategically supported?
- Is the mandatory provision appropriate to the majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

Planning Practice Note 60: Height and Setback Controls for Activity Centres (PPN60) provides specific guidance on the use of mandatory height and setback controls in Activity Centres. In September 2018, DELWP published an updated version of PPN60 following the completion of the pilot project *Better Height Controls in Activity Centres*[2].

Of relevance to this matter, PPN60 provides an additional justification for the use of mandatory controls based on 'comprehensive strategic work', which reads:

> *Mandatory height or setback controls should only be applied where:*
>
> - *exceptional circumstances exist; or*
> - *council has undertaken comprehensive strategic work and is able to demonstrate that mandatory controls are appropriate in the context, and*
> - *they are absolutely necessary to achieve the preferred built form outcomes and it can be demonstrated that exceeding these development parameters would result in unacceptable built form outcomes.*

In relation to 'exceptional circumstances', PPN60 states:

> *Exceptional circumstances may be identified for individual locations or specific and confined precincts, and might include:*
>
> - *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values.*
> - *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

To pursue mandatory controls, PPN60 also states:

> *Where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives or outcomes identified from the comprehensive built*

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[2] Refer to the Panel Report to Yarra C220 chapter 1.2 for further discussion on the pilot project and the amendment to PPN60.

> *form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.*

The amended version of PPN60 reflects a broader shift over time within the application of the VPPs in favour of the use of mandatory controls.

For this project, the purpose of the review of the interim controls by MGS Architects and this report is to provide a comprehensive strategic basis for height and setback controls within the study area.

PPN60 identifies the following criteria for 'exceptional circumstances' that *"...may be identified for individual locations or specific and confined precincts"*. These include (as relevant):

- *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values*
- *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

To pursue mandatory controls, PPN60 also states:

> *Where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives or outcomes identified from the comprehensive built form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.*

The Panels that considered C108boro, C161dare, C134, C220yara, C191yara and C231yara provide further guidance on the application of mandatory built form controls along Victoria Street.

These Panels concluded that for Heritage Overlays within Activity Centres:

- Mandatory controls were appropriate for street wall heights
- A 6m minimum mandatory upper-level setback is necessary to avoid facadism and retains the prominence of the street wall Mandatory heights were appropriate
- Mandatory setbacks were appropriate with a mixture of preferred and mandatory height limits
- Mandatory height and upper-level setback controls were appropriate to protect views to key landmarks.

Sections of the Victoria Street corridor are subject to the Heritage Overlay and are characterized by a highly consistent, intact and cohesive streetscape that warrants mandatory controls. A combination of mandatory and preferred height limits is appropriate to protect the visual primacy of the heritage streetscapes and heritage buildings in these locations. Mandatory minimum upper-level setback controls are also warranted where it is necessary to protect the legibility and heritage fabric of buildings that are subject to the Heritage Overlay within the study area with preferred controls applied to most side streets (other than major intersections).

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

PART II: HERITAGE ANALYSIS

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

5.0 STUDY AREA ANALYSIS

5.1 PRECINCT BOUNDARIES

Figure 8. Victoria Street Study Area overlaid on an aerial image (Source: adapted from Nearmap).

The Victoria Street Study Area is split into five precincts:

1. Victoria Street West
2. Victoria Street Central
3. North Richmond Station
4. Victoria Street East
5. Victoria Street End

5.2 HERITAGE CHARACTERISTICS

Two-storey shop / residence buildings are common to the City of Yarra's historic high streets and make up the majority of the streetscapes included within the Heritage Overlay along Victoria Street and Bridge Road. These buildings share the same typical characteristics across the precincts and mixed-use pockets, which include:

- Attached terraced (row) construction
- Masonry construction with less than 40% of the upper-level street wall face comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with solid parapets, open balustrades or more elaborate gables
- No setback from the street boundary
- Early or altered shop fronts taking up the majority of the ground floor
- Verandahs or later canopies, particularly on the south side of the street

- Visible chimneys normally set back between 3m and 4m from the front of the building.

These characteristics are represented diagrammatically in the images below, which also illustrate various building typologies found within the study area.

Figure 9 Diagram describing the typical ratio of solid surface area to glazing or apertures within heritage streetfronts. The proportion of glazing area across a streetfront elevation rarely exceeds 40% above the ground floor. (Address of example shown is 241 Victoria Street, which is located in Precinct 1).

Figure 10. Aerial image (Nearmap, accessed 19 March 2021) showing the typical relationship between the frontmost chimney and primary roof volume of a heritage building (in this case, the examples are within Precinct 1 at 239-243 Victoria Street, Abbotsford Street)

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 11. Shop/residence typology, showing key features. Some variation between examples is typical. This example is from Precinct 1 at 243 Victoria Street.

Figure 22. Shop/residence typology on a corner site with a return facade, showing typical features. This example is located within Precinct 3 at the northwest corner of Victoria Street and Park Street (address 277 Victoria Street).

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

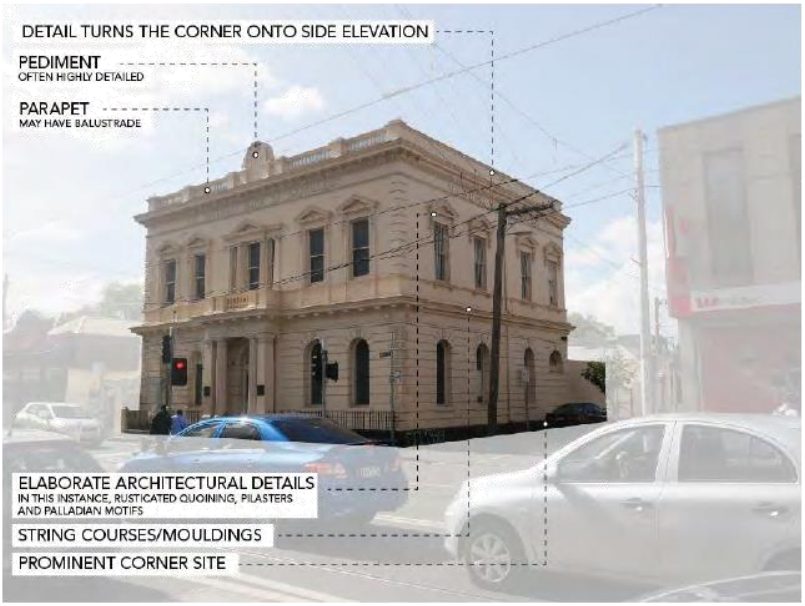

Figure 33. Major commercial building typology, showing typical features. This example is the Former National Bank, located within Precinct 3 at the northwest corner of Victoria Street and James Street (address 261 Victoria Street, Abbotsford). Other examples of prominent commercial buildings may include pubs or hotels.

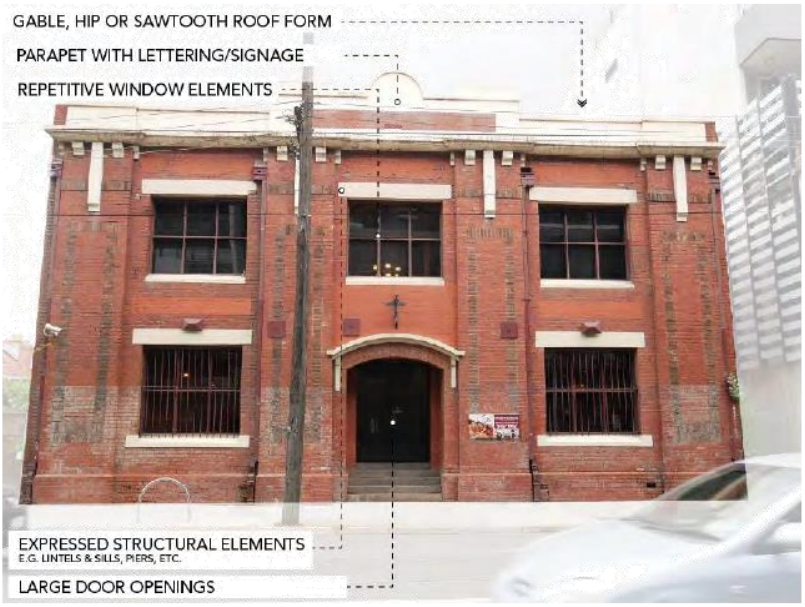

Figure 44. Industrial building typology, showing typical features. This example is the Former Simpson's Glove Factory, located within Precinct 5 on the southern side of Victoria Street (address 488-496 Victoria Street, Richmond).

5.3 MUNICIPAL-WIDE LANDMARKS

Clause 22.03 of Yarra Planning Scheme identifies the Skipping Girl Sign at 651 Victoria Street and St Ignatius Cathedral at 326 Church Street as landmarks or tall structures of importance to the City of Yarra. This policy seeks, inter alia, to ensure that the spire of St Ignatius "…remain[s] as the principal built reference" and to protect views to the Skipping Girl Sign. An analysis of each of the primary and secondary views of the landmarks and tall structures identified in Clause 22.03 was undertaken by Ethos Urban in the *Landmarks & Views Assessment* (October 2019).

The Landmarks & Views Assessment and the proposed Clause 15.01-2L have also informed this advice.

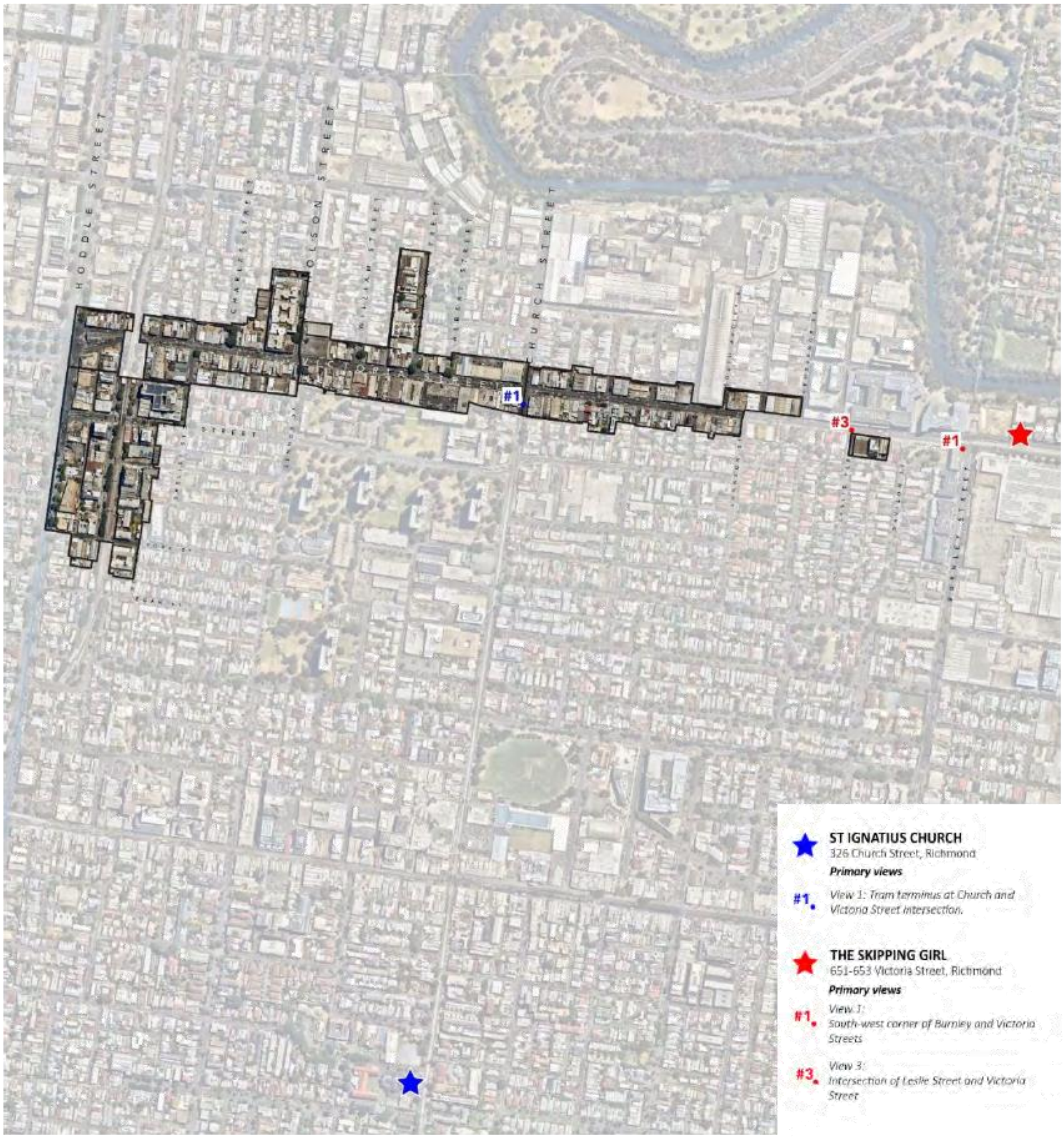

Figure 15. Landmark and Tall Structures map

5.3.1 St Ignatius Church

St Ignatius is tall Gothic Revival-style church designed by prominent Victorian architect William Wardell and constructed in stages between 1867 and 1894. It is included in the VHR (H2146), which means the heritage values of the place, as well as development within the extent of registered land, is managed through the *Heritage Act 2017*.

The slender spire and belfry of the tower of St Ignatius Church are prominent features visible across the existing low scale roofscape of Richmond. These elements are a major landmark when looking south along Church Street. Although St Ignatius Church is located south of the study area, key views of this building are provided from within the study area. The following primary views of the church are identified in the *Landmarks & Views Assessment* and Clause 15.01-2L and are accessed from within the Victoria Street Study Area:

View 1 Tram terminus at Church and Victoria Streets intersection

Clause 22.03 only identifies views of the spire of the church, however it is our view that it is appropriate that views of the belfry and spire in combination should be considered. The belfry provides a visual anchor to the spire of the church and the keys views of St Ignatius Church should include both the belfry and the spire. The key views to be managed within the study area are identified in the analysis for each study area precinct in this report. Clause 15.01-2L proposes to embed the locations of the primary views and architecturally significant elements in the Yarra Planning Scheme as part of Amendment C269yara.

The belfry and spire of St Ignatius Church is visible along Church Street, with primary views from the intersection with Victoria Street.

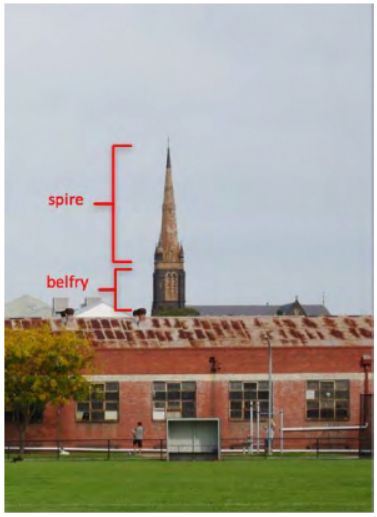

Figure 16. St Ignatius Church, Richmond from Citizens Park, Highett Street.
(Source: Ethos Urban, October 2019)

5.3.2 Skipping Girl Sign

The Skipping Girl Vinegar sign is an animated illuminated sky-sign erected in 1970 on top of the former Crusader Plate Company building at 651 Victoria Street. The current sign is a replica of an earlier sign originally located on the roof of the nearby Skipping Girl Vinegar Factory at 627 Victoria Street. Erected in 1936 the original sign was dismantled in 1968 when the factory moved to Altona. The sign, but not the factory building beneath it, is included in the VHR (H2083), which means the heritage values of the fabric of the sign and development within the extents of registered land is managed through the *Heritage Act 2017*.

Even though the current Skipping Girls Sign is a replica, it is nonetheless an iconic element of the City of Yarra and greater Melbourne's skyline. The provisions of Clause 22.03 are necessary to protect the views to the Skipping Girl Sign, which was designed to be viewed from a distance and along the major thoroughfare of Victoria Street.

The following primary views of the Skipping Girl Sign are identified in the *Landmarks & Views Assessment* and Clause 15.01-2L, and are accessed from within or adjacent to the Victoria Street Study Area:

View 1 Southwest corner of the Burnley and Victoria Street intersection

View 3 Intersection of Leslie Street and Victoria Street

The key views to be managed within the study area are identified in the analysis for each study area precinct in this report. Clause 15.01-2L proposes to embed the locations of the primary views and architecturally significant elements in the Yarra Planning Scheme as part of Amendment C269yara.

Figure 17. Skipping Girl Sign from the southwest corner of the intersection of Burnley and Victoria Streets.
Note: this view point is identified as Primary View #1 in the *Landmarks & Views Assessment* (Ethos Urban, October 2019) but is located outside the extent of the Victoria Street Study Area.

5.4 LOCAL LANDMARKS

In addition to the municipal-wide landmarks identified at Clause 22.03 the Victoria Street corridor also includes buildings and structures that, by virtue of their location, scale, function and architectural form and detail, act as local landmarks. These buildings are frequently graded Individually Significant and serve as markers, wayfinding aids or landmarks in the local streetscape context due to their siting at key intersections, their scale, or their historic uses within the surrounding streetscape.

In the context of the Victoria Street Study Area, the local landmarks are described in Table 2.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Table 2 – Local landmark buildings

Address	Building Name	Type	Corner	Grading	Photograph
231 Victoria Street, Abbotsford	Former State Savings Bank	Former bank on a prominent corner site	Victoria Street and Hoddle Street	Individual heritage place (HO53)	(City of Yarra)
261 Victoria Street, Abbotsford	Former National Bank	Former bank on a corner site	Victoria Street and James Street	Individual heritage place (HO540)	
323-325 Victoria Street, Abbotsford	Former Duke of Albany Hotel	Former hotel on a prominent corner site	Victoria Street and Nicholson Street	Individual heritage place (HO416)	
385 Victoria Street, Abbotsford	Former East Collingwood Hotel	Former hotel on a corner site	Victoria Street and Lithgow Street	Individual heritage place (HO59)	

While these local landmarks do not warrant specific controls to protect specific view lines or vistas it is desirable that they remain visually prominent within the Victoria Street streetscape.

In addition to these buildings included on the Heritage Overlay, there are more recent elements that may be considered to have local landmark status including the Victoria Street Gateway within the carriageway at the western end of Victoria Street, and the clocktower of the Chợ Bến Thành commercial building.

Figure 18. (left) Victoria Street Gateway (Gregory Burgess, 2014)

Figure 19. (right) Chợ Bến Thành building, 222-242 Victoria Street, Richmond (Source: lastappetite.com/i-cant-believe-its-not-chợ-bến-thanh/

The Victoria Street Gateway was initiated by the City of Yarra and the Richmond Asian Business Association and was designed by architect Gregory Burgess. Erected in 2014, this dramatic structure dominates the entrance to the 'Little Saigon' precinct and interprets traditional Vietnamese motifs on a civic scale.

Chợ Bến Thành is a modest single storey commercial building dating from the 1990s at 222-242 Victoria Street, and is designed in a naïve Postmodern style. The name of the complex and form of the central clocktower draw inspiration from the famous market of the same name in Ho Chi Minh City, Vietnam.

While these, or other, structures may ultimately warrant inclusion on the Heritage Overlay in the future, their recent construction makes placing their social or broader cultural value within an historical context difficult and it not recommended that heritage assessments are progressed at this stage.

6.0 VICTORIA STREET WEST- PRECINCT 1

6.1 DESCRIPTION

Precinct 1 (Victoria Street West) runs along Victoria Street between Hoddle Street to the west and the railway overpass to the east. It comprises commercial and residential properties and extends south to include the property at 1-11 Hoddle Street and the properties from 2 to 14 Regent Street. The precinct is made up of commercial buildings addressing Hoddle and Victoria Streets and residential dwellings (including one currently vacant lot that previously comprised two dwellings) to Regent Street. The western end of Victoria Street is dominated by the Victoria Street Gateway. The northern side of Victoria Street within Precinct 1 contains one of the most intact and cohesive heritage streetscapes within the study area. The elaborately decorated former State Savings Bank (HO53) is located at the northeast corner of the intersection of Hoddle and Victoria Street with more modest two-storey shop/residences (HO444) running east to Ferguson Street. The facades of these buildings are generally rendered or face-brick buildings with parapets.

A large future development, sited at 1-11 Hoddle Street, Richmond is occupied by a late twentieth century office building. Regent Street has a pair of modest timber single-storey terraced houses at nos. 2 and 4 (HO399) and a row of four single-storey brick and render houses at nos. 10 to 14 (HO400). No. 6-8 Regent Street is mostly vacant with a low steel-clad shed structure to the east.

The topography of Precinct 1 is flat. The carriageway of Victoria Street narrows from approximately 45m at the intersection with Hoddle Street to approx. 20m wide at the railway overpass.

Figure 20. Precinct 1 map

Figure 21. Precinct 1 – aerial photograph (Nearmap, 2021)

The existing buildings are no more than two storeys in height and there has been no recent development within this precinct.

Figure 22. (left) North side of Victoria Street from the intersection with Hoddle Street (HO53 and HO444)

Figure 23. (right) North side of Victoria Street from the intersection with Regent Street (HO53 and HO444)

Figure 24. (left) 2-4 Regent Street (HO399)

Figure 25. (right) 10-14 Regent Street (HO400)

6.2 ZONING

The land within Precinct 1 along the north side Victoria Street and at 1-11 Hoddle Street is included within the C1Z. The properties addressing Regent Street are included within the MUZ. The carriageway of Bridge Road itself is zoned RDZ1.

Figure 26. Precinct 1 – Zoning map

6.3 HERITAGE STATUS

The Precinct 1 includes four heritage places including the former State Savings Bank at 231 Victoria Street, Abbotsford, the row of shops at 233-251 Victoria Street, Abbotsford and the single-storey terraced houses that address Regent Street. There are no properties in the immediate vicinity that are included in the VHR.

The commercial buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Two-storey scale
- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Victoria Street or side streets.
- Early or altered ground floors
- Visible chimneys
- Some intact rear wings and outbuildings.

The residential buildings within the Heritage Overlay on Regent Street generally demonstrate the following characteristics:

- Single-storey scale with some later two-storey additions to the rear
- Attached or terraced construction with no side setback
- Verandahs built to the street boundary (nos. 2 and 4) or shallow front gardens (nos. 10 to 14).
- Less than 40% of the street wall comprised with openings such as windows and doors
- Plain weatherboard cladding with decorative bargeboards and finials (nos. 2 and 4) or painted render or face brick cladding (nos. 10 to 14).
- Pitched corrugated steel roofs expressed (nos. 2 and 4) or hidden behind parapeted front facades (nos. 10 to 14).
- Visible chimneys.

Figure 27. Precinct 1 – Heritage Overlay map
Precinct 1 outlined

In summary, the existing heritage status for Precinct 1 is:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO53	Former State Savings Bank	231 Hoddle Street, Abbotsford	Individual heritage place	1884
HO399	Houses (2)	2-4 Regent Street, Richmond	Individual heritage place	1850-1890
HO400	Houses (4)	10-14 Regent Street, Richmond	Individual heritage place	1900-1915
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO444	Victoria Street West Precinct	Various	Various	1875-1885

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report considered the heritage controls affecting Precinct 1 and recommended that an updated Statement of Significance be prepared for the Former State Savings Bank (HO53) and the Victoria Street West Precinct (HO444). Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

6.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 1 contains a highly intact late 19th century row of shop/residences on the northern side of Victoria Street that terminates on Hoddle Street with the prominent former bank.

The Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. There are no vacant sites within this small precinct as all the properties are graded 'contributory'. The largely vacant land at 6-8 Regent Street is effectively an infill site located between HO399 and HO400. Development at the rear of the two short rows of houses on Regent Street subject to the Heritage Overlay (2-4 and 10-14 Regent Street) should reflect the small-scale residential character of these dwellings and be set back to retain the heritage fabric, including visible roofs and chimneys.

Any new upper-level development on the northern side of Victoria Street should be set back from the street wall to retain the low-scale character of the heritage places within Precinct 1. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Victoria Street, noting that the wider carriageway between Hoddle Street and the railway viaduct means that a larger proportion of new built form will be visible than is the case of a standard (20m width) street.

Development on the land addressing Regent Street will need to be moderated to ensure that it does not visually dominate the single-storey heritage buildings of HO399 and HO400.

6.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Victoria Street – Precinct 1 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage

Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1, and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height and setback for infill development at 6-8 Regent Street that respects the low-rise scale of the HO399 and HO400.
- Adopt a mandatory maximum building height and setbacks of 7m from the front wall to 2-14 Regent Street that retains the visual prominence of, and avoids visually dominating, the single-storey heritage buildings.
- Ensure that the heritage buildings remain visually prominent on the northern side of Victoria Street and at the intersection with Hoddle Street 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 by a minimum of 6m and for development to respect the existing inter-floor heights of the heritage fabric.
- Ensure that new redevelopment behind heritage buildings respects the existing inter-floor heights of the existing heritage fabric.
- Retain the visual prominence of the return façades of buildings that address Hoddle and Ferguson Streets by setting back new upper-level development from both street frontages.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

- Ensure appropriate transitions to the single-storey heritage buildings within HO399 (2-4 Regent Street) and HO400 (10-14 Regent Street).
- Retain the visual prominence of local landmarks within the streetscape, including the Former State Savings Bank at 231 Hoddle Street, Abbotsford (HO53).

7.0 VICTORIA STREET CENTRAL - PRECINCT 2

7.1 DESCRIPTION

Precinct 2 (Victoria Street Central) includes the north side of Victoria Street between the rail viaduct to the west and Nicholson Street to the east, and on the south side of Victoria Street between the rail viaduct to the west and Lennox Street to the east. It extends north along Nicholson Street to include the recent Hive Shopping Centre mixed-use development at 313 Victoria Street. The precinct includes small industrial and residential properties on the western side of Little Charles Street. South of Victoria Street, the precinct includes the commercial properties on the north side of Butler Street and the south side of Little Butler Street.

The precinct is predominantly commercial, with residential elements at the townhouses at the southern end of Little Charles Street and apartments above the Hive Shopping Centre. The southern side of Victoria Street within Precinct 2 contains one of the few intact rows of Victorian and Edwardian-era century shop/residences within the Victoria Street Study Area.

Figure 28. Precinct 2 map

Figure 29. Precinct 2 – aerial photograph (Nearmap, 2021)

The topography of Precinct 2 is flat and the side streets do not generally align to the north and south of Victoria Street. The carriageway of Victoria Street east of the rail viaduct is approximately 20m wide.

The majority of properties remain low (one- and two-storey) scale with the Hive Shopping Centre development being the tallest new built form at five storeys.

Figure 30. (left) Former National Bank, 261 Victoria Street, Abbotsford (HO54)

Figure 31. (right) Shops, 275-277 Victoria Street, Abbotsford (HO55)

Figure 32. (left) Shop, 295 Victoria Street, Abbotsford (HO56)

Figure 33. (right) Shops, 397-301 Victoria Street, Abbotsford (HO57)

Figure 34. (left) Former Duke of Albany Hotel, 323 Victoria Street, Abbotsford (HO416). Note: the Hive Shopping Centre behind.

Figure 35. (right) Western end of Victoria Street Precinct (HO408) looking east, 68 Victoria Street, Richmond on the right.

Figure 36. (left) South side of Victoria Street looking east from the intersection with Charles Street, 86 Victoria Road on the right (HO408)

Figure 37. (right) Eastern end of Victoria Street Precinct (HO408) looking west, 120 Victoria Street, Richmond on the right.

Precinct 2 has had little recent development with the five-storey Hive Shopping Centre (and apartments above) representing the largest building in the precinct.

7.2 ZONING

The land within Precinct 2 along Victoria Street is included within the C1Z. The land immediately north of the Hive Shopping Centre development addressing Nicholson Street, and the properties on the western side of Little Charles Street, are zoned MUZ. The properties on the north side of Butler Street are zoned C2Z. The carriageway of Victoria Street itself is zoned RDZ1.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

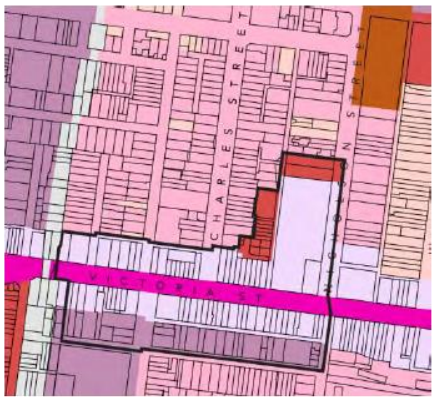

Figure 38. Precinct 2 – zone map

7.3 HERITAGE STATUS

Precinct 2 includes the reasonably intact rows of shop/residences on the south side of Victoria Street at numbers 68-120 (HO408). The precinct also includes a number of 'individually significant' buildings including former hotels and banks dating from the Victorian-era through to the 1930s. The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction
- Masonry construction with less than 40% of the first-floor street wall face comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Victoria Street
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies on the south side of Victoria Street
- Visible chimneys.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 39. Precinct 2 – Heritage Overlay map

Figure 40. Precinct 2 – VHR map

In summary, the existing heritage status for Precinct 2 is:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO54	Former National Bank	261 Victoria Street, Abbotsford	Individual heritage place	1887
HO55	Shops	275-277 Victoria Street, Abbotsford	Individual heritage place	1886
HO56	Shop	295 Victoria Street, Abbotsford	Individual heritage place	1865
HO57	Shops	297-301 Victoria Street, Abbotsford	Individual heritage place	1880
HO416	Quint Café (former Duke of Albany Hotel)	323-325 Victoria Street, Abbotsford	Individual heritage place	1880-1930
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO408	Victoria Street Precinct	68-120 Victoria Street, Richmond	Contributory except: No. 70 and 82 - not contributory Nos. 92-94 - individually significant	1875-1885

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report considered the heritage controls affecting Precinct 2. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments.

This included updating the Statements of Significance and making other changes to the Heritage Overlay.

7.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 2 contains a highly intact late 19th century row of shop/residences on the south side of Victoria Street which forms the core of the historic streetscape.

The Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. There are only two 'not-contributory' graded buildings (at nos. 70 and 82) that are potential sites for infill development within the streetscape. In these infill locations the potential future development's character should reflect the existing consistent streetscape, with new built form constructed to the street boundary and a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should also be discouraged. Infill facades should respect the materiality of, and the relationship between solid and void elements as established at, the 'individually significant' and 'contributory' buildings within the precinct.

Any new upper-level development – either behind retained heritage forms or new infill – should be set back from the street wall in order to retain the low-scale, 19th century 'High Street' character of HO408 (Victoria Street Precinct) and the individual heritage places, 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 façades of the heritage buildings when viewed from the opposite side of Victoria Street, as well as from oblique angles when moving along the opposite footpath.

7.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Victoria Street - Precinct 2 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1, and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height for infill development that reflects the established two- (Victorian-era) storey scale of the precinct and discourages single-storey infill development.
- Encourage the street wall height of any new infill development to not exceed the height of the flat upper-surface of the parapet of the adjacent 'individually significant' or 'contributory' heritage building.

- Ensure zero setback from the Victoria Street boundaries for infill development.
- Ensure that the heritage buildings remain visually prominent within the Victoria Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall by a minimum of 6m and for development to respect the existing inter-floor heights of the heritage fabric.
- Ensure that new redevelopment behind heritage buildings respects the existing inter-floor heights of the existing heritage fabric.
- Retain the visual prominence of the return façades of buildings that address Victoria Street and (from west to east) James, Park, Shelley, Charles and Nicholson streets.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof-top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Retain the visual prominence of local landmarks within the streetscape including the former National Bank, 261 Victoria Street, Abbotsford (HO540) and the former Duke of Albany Hotel, 323-325 Victoria Street, Abbotsford (HO416).

8.0 NORTH RICHMOND STATION - PRECINCT 3

8.1 DESCRIPTION

Precinct 3 (North Richmond Station) includes the C2Z and MUZ zoned land south of Precinct 1 between Hoddle Street to the west and Shelley Street to the east. The precinct includes land zoned MUZ on the eastern side of the railway line. This Precinct includes single- and two- to three-storey warehouses and commercial buildings, small scale residential buildings, and more recent apartment development, commercial buildings and at-grade forecourts facing Hoddle Street.

Figure 41. Precinct 3 map

PRECINCTS KEY
- 1: VICTORIA STREET WEST
- 2: VICTORIA STREET CENTRAL
- 3: NORTH RICHMOND STATION
- 4: VICTORIA STREET EAST
- 5: VICTORIA STREET END

Figure 42. Precinct 3 – aerial photograph (Nearmap, 2021)

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

The topography of Precinct 3 is flat and is bisected by the railway line which is elevated on an embankment. The minor streets (Butler, Garfield, Jonas, Regent and York Streets) within this precinct are narrow (approx. 10m wide), with Little Hoddle Street being the width of a laneway (approx. 4m wide).

The heritage properties within Precinct 3 are generally substantial, multi-storey, red brick former factories. The Walters' House warehouse and stables (HO390) addressing Hoddle Street are more domestic in scale and character. The larger scale industrial buildings contrast with the low scale residential buildings to the east of Precinct 3.

Figure 43. Walters' House, warehouse and stables, 27-29 Hoddle Street, Richmond (HO390)

Figure 44. (left) Henry Walters' Boot Factory (Paragon Shoes), 38-50 Regent Street (HO450)

Figure 45. (right) Henry Walters' Boot Factory (Paragon Shoes), 35-39 Regent Street (HO450)

Figure 46. Marchants Aerated Waters and Cordials Pty Ltd, 21-31 York Street (HO407)

Precinct 3 includes recent townhouses and medium-rise apartment developments. The Hub Apartment Building at 8 Garfield Street rises to nine storeys and occupies land that is subject to part of HO407 – Marchants Aerated Waters and Cordials Pty Ltd. However, no historic fabric appears to be retained on this part of the site.

8.2 ZONING

The land within Precinct 3 along Hoddle Street is included in the C2Z, as are the properties at the northeast corner of the precinct addressing Shelley Street. The Hurstbridge Railway Line bisects the precinct and is zoned PUZ4; land either side of the railway is MUZ. The carriageway of Hoddle Street itself is zoned RDZ1.

Figure 47. Precinct 3 – zone map

8.3 HERITAGE STATUS

Only isolated buildings within Precinct 3 are subject to the Heritage Overlay; these being Edwardian-era industrial buildings and a residence with associated stables.

The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Two- to three-storey (industrial) scale
- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some expressed pitched roofs.
- No setbacks from street frontage, with the exception being the Walters' House at 27 Hoddle Street.

Figure 48. Precinct 3 – Heritage Overlay map

In summary, the existing heritage status for Precinct 3:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO390	Walters' house, warehouse and stables complex	27-29 Hoddle Street, Richmond	Individual heritage place	1900-1910
HO407	Marchants Aerated Waters and Cordials Pty Ltd	21-27 York Streets, Units 1-7 of 31 York Street, Richmond	Individual heritage place	1915-1925
HO450	Henry Walters' Boot Factories (former)	38-50 Regent Street & 35-49 Little Hoddle Street, Richmond	Individual heritage place	1900-1915
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
-	-	-	-	-

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report considered the heritage controls affecting Precinct 3. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

Further to this advice, the mapped extent of HO407 does not reflect the current extent of the former Marchants Aerated Waters and Cordials Pty Ltd complex, with no heritage fabric being evident at the Hub Apartment Building at 8 Garfield Street. It is recommended that HO407 be removed from this land but remain applied to 21-31 York Street in accordance with the entry in the Schedule to the Heritage Overlay.

8.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

The heritage properties within the North Richmond Station Precinct vary greatly in character, from larger scale industrial buildings to new medium-rise apartment buildings. The heritage places in Precinct 3 are generally isolated from each other

and there is no consistent character created by the buildings included on the Heritage Overlay. Development behind the two-storey house and single-storey parapeted warehouse/stables building at 27-29 Hoddle Street should retain the visual prominence of these two buildings when viewed from the opposite side of the street, noting that Hoddle Street is 40m wide and therefore new upper-level development will be visible.

The industrial buildings are larger in scale than the single-storey dwellings in the surrounding residential context. It is noted that the Marchants Aerated Waters and Cordials Pty Ltd (HO407) has already been developed and is unlikely to undergo further change. The pocket's southern end abuts the predominantly single- and two-storey West Richmond Precinct (HO338), and development within the MUZ should consider the impact on this Heritage Overlay precinct.

8.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Victoria Street – Precinct 3 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1, and proposed Clause 15.03-1L as endorsed by Council.

No additional controls are likely to be required at the former Marchants Aerated Waters and Cordials Pty Ltd (factory and stables) at 8-14 Garfield Street and 21-31 York Street as this complex has been recently redeveloped.

In relation to the former Henry Walters' Boot Factory (Paragon Shoes) at 35-39 Little Hoddle Street and 38-50 Regent Street the DDO should:

- Ensure that the heritage buildings retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new development to be set back approximately 6m from the street wall and for development to respect the existing inter-floor heights of the heritage fabric.
- Ensure that new development does not visually dominate the existing heritage fabric.
- Ensure that any upper-level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

To protect the 'individually significant' buildings at 27-29 Hoddle Street a DDO should:

- Ensure that the heritage buildings retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new development to be set back 6m from the street to ensure that the gablet on the residential building is retained and the roof form understood; a setback of similar distance would also retain the three-dimensional form of the former warehouse building.
- Ensure that new development does not visually dominate the existing heritage fabric.
- Ensure that any upper-level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

9.0 VICTORIA STREET EAST - PRECINCT 4

9.1 DESCRIPTION

Precinct 4 (Victoria Street East) runs along both sides of Victoria Street between Nicholson and Lennox Street in the west to Church Street to the east. The precinct extends north at its western end to include 2 Nicholson Street, Abbotsford and south at the southern end to include 6 Church Street, Richmond. Precinct 4 includes the MUZ zoned land between Lithgow and Little Lithgow streets.

The topography of Precinct 4 is flat and the side streets do not generally align to the north and south of Victoria Street, with the exception of Lennox and Nicholson Streets and Church Street. The carriageway of Victoria Street is approx. 20m wide.

Figure 49. Precinct 4 map

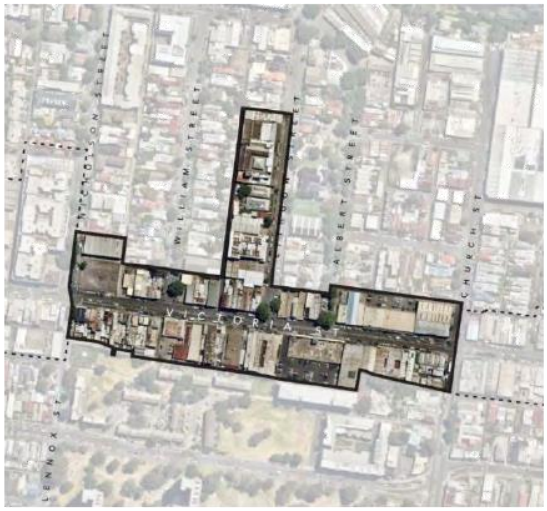

Figure 50. Precinct 4 – aerial photograph (nearmap, 2021)

The northern side of Victoria Street within Precinct 4 ranges from at-grade car parking, one- and two-storey shop/residences, commercial buildings and showrooms dating from the late 19th to late 20th century. While Precinct 4 retains a

number of the properties dating from the late 19th and early 20th century, collectively they do not form a visually or historically cohesive streetscape. A small number of properties at 371-377 Victoria Street (HO58) and 385 Victoria Street (HO59) are included on the Heritage Overlay as individual heritage places. The southern side of Victoria Street within Precinct 4 is made up of a diverse mix of two-storey shops/residences dating from the 19th and early 20th century as well as one- to three-storey commercial buildings also from this period. Again, although a number of the properties along this strip date from the same period, collectively these do not form a visually or historically cohesive streetscape, nor have they been determined to meet the threshold for inclusion in the Heritage Overlay in their own right. The northern side of Victoria Street has a larger proportion of single-storey buildings than the southern side.

The MUZ zoned land running north of Victoria Street between Lithgow and Little Lithgow streets has mid-20th century factory/warehouses at its southern end as well as a recent four-storey apartment building. Five single-storey houses dating from the early-20th century, a detached house at 25 Lithgow Street, and two pairs of semidetached houses at 27-33 Lithgow Street are located between the commercial buildings and the substantial two-storey Former Cordial Factory at 35-47 Lithgow Street.

Figure 51. (left) South side of Bridge Road looking east from Burnley Street, 496 Bridge Road on the right (HO310).

Figure 52. (right) Southwest corner of the intersection of Bridge Road and Type Street, Former Flour Mill and Grain Store Complex, 516-534 Bridge Road (HO531 and HO310)

Figure 53. (left) 25-33 Lithgow Street, Abbotsford (HO339)

Figure 54. (right) Former Cordial Factory, 35-47 Lithgow Street, Abbotsford (HO339)

Recent development in Precinct 4 is limited to low scale infill and the four-storey apartment building at 15 Lithgow Street.

9.2 ZONING

The land within Precinct 4 along Victoria Street is included within the C1Z zone. The land between Lithgow and Little Lithgow streets is zoned MUZ. The carriageway of Bridge Road itself is zoned RDZ1.

Figure 55: Precinct 4 – zone map

9.3 HERITAGE STATUS

The majority of the land within Precinct 4 is not subject to the Heritage Overlay. Two individual heritage places address the northern side of Victoria Street; additionally, the single-storey houses at 25-33 Lithgow Street and Former Cordial Factory are included within HO339 and adjacent to the precinct.

The commercial buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Victoria Street or side streets.
- Early or altered shop fronts to the ground floor
- Visible chimneys.

In addition, the residential buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Detached or semi-detached with front garden setbacks
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

- Face brick walls
- Tiled or corrugated steel hipped or pitched roofs
- Prominent chimneys
- Low brick or timber picket front fences.

Figure 56: Precinct 4 – Heritage Overlay map

Figure 57: Precinct 4 – VHR map

In summary, the existing heritage status for Precinct 4 is:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO58	Shops	371-377 Victoria Street, Abbotsford	Individual heritage place	1890

HO59	Former Collingwood East Hotel	385 Victoria Street, Abbotsford	Individual heritage place	1873
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO339	William Street Precinct, Abbotsford	Various (Abbotsford)	Various	Various

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report considered the heritage controls affecting Precinct 4, and recommended that an updated Statement of Significance be prepared for the shops at 371-377 Victoria Street (HO58) and the former Collingwood East Hotel (HO50). Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

9.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

All the heritage places within Precinct 4 are located between Lithgow and Little Lithgow Street and the Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. The heavily altered single-storey warehouse/showroom at 379-381 Victoria Street located between the shop/residences at numbers 371-377 (HO58) and the former Collingwood East Hotel at number 385 (HO59) is the only site where future development will potentially have an impact on these two Heritage Overlays. The street wall height of new development on this site should not exceed that established by the parapet height of 371-377 Victoria Street.

Any new upper-level development within the Heritage Overlays or the adjoining infill site should be set back from the street wall to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Victoria Street.

Development on sites to the north side of Victoria Street between Little Nicholson and Albert Streets (343 to 395 Victoria Street) that immediately adjoin HO339 (William Street Precinct, Abbotsford) will need to be massed to provide a sensitive transition to the predominantly single-storey character of this abutting residential context.

Development at the rear of the five late 19th/early 20th century houses at 25-33 Lithgow Street should reflect the resident character of these properties. Although the Former Cordial Factory is more robust in form and scale, there are a number of features of this building, such as the visible roof form, that need to be appropriately responded to in any new development.

The tram terminus at the intersection of Church and Victoria streets at the eastern end of Precinct 4 is identified in the *Landmarks & Views Assessment* Ethos Urban as being a primary viewpoint of the belfry and spire of St Ignatius Church at 326 Church Street, Richmond. New development should be massed to avoid adversely affecting this view.

New development that abuts the single-storey William Street Precinct (HO339) should consider the impact on this Heritage Overlay precinct.

Development in the remainder of Precinct 4 will not have any impact on heritage places.

9.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Victoria Street – Precinct 4 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The DDO should:

- Adopt a street wall height for infill development at 379-381 Victoria Street that reflects the two- (Victorian-era) storey scale of the adjacent heritage properties and discourages single-storey infill development.
- Ensure zero setback from the Victoria Street boundaries.
- Ensure that the heritage buildings remain visually prominent within the Victoria Street, Lithgow Street and Little Lithgow Street streetscapes 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 by a minimum of 6m and for development to respect the existing inter-floor heights of the heritage fabric. A greater setback of 8m from the front wall is required to retain the visible roof forms and chimneys, and legibility of the three-dimensional form of the single storey houses at 25-33 Lithgow Street.
- Adopt a maximum building height to 25-33 Lithgow Street that retains the visual prominence of, and avoids visually dominating, the single-storey heritage buildings.
- Retain the visual prominence of the return façades of the former East Collingwood Hotel that address Victoria and Lithgow Streets.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form

  - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof top element.

- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the single- and two-storey heritage buildings adjacent to the precinct within HO339 (William Street Precinct, Abbotsford).
- Retain views of the belfry and spire of St Ignatius Church as viewed from the north along Church Street from the tram terminus.
- Retain the visual prominence of local landmarks within the streetscape including the former East Collingwood Hotel, 385 Victoria Street, Abbotsford (HO59).

10.0 VICTORIA STREET END - PRECINCT 5

10.1 DESCRIPTION

Precinct 5 (Victoria Street End) runs along the northern side of Victoria Street between Church Street to the west and Grosvenor Street to the east, noting the IN1Z zoned land between South Audley and Bond Streets is excluded. On the south side of Victoria Street, Precinct 5 runs from Church Street in the west to Johnson Street in the east. It also includes the pocket of MUZ zoned land addressing Victoria Street between Leslie and Davison streets. While it is a predominantly commercial precinct, it becomes more domestic character and scale towards the east.

The precinct is made up of a wide range of building types – including late 19th century single-storey shops and two-storey shop residences, 20th century commercial buildings, former factories and warehousing, multi-storey apartment buildings, and Victorian-era terraced housing. The periods and styles of the buildings within this precinct vary greatly, from ornate Victorian styles to utilitarian and Functionalist buildings of the 20th century. Building heights are generally low (one- to three-storey) scale. A number of sites have at-grade car parking addressing Victoria Street.

The topography of Precinct 5 is flat and the side streets do not generally align to the north and south of Victoria Street. The carriageway of Victoria Street approx. 20m wide.

Figure 58. Precinct 5 map

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Figure 59. Precinct 5 – aerial photograph (nearmap, 2021)

East of Precinct 5, the built form transitions to contemporary mid-rise development and the Victoria Gardens Shopping Centre. Postmodern-style townhouse development and modest single- and two-storey housing is located in the GRZ zoned land between Johnson Street and Leslie Street. Although a number of the properties within Precinct 5 date from the late 19th and early 20th twentieth century, collectively these do not form a visually or historically cohesive streetscape, nor have they been determined to meet the threshold for inclusion on the Heritage Overlay in their own right.

Figure 60. (left) Shops, 459-465 Victoria Street, Abbotsford (HO60)

Figure 61. (right) House, 316 Victoria Street, Richmond (HO289)

Figure 62. Byrne's Arcade Terrace, 318-326 Victoria Street, Richmond (HO290)

Figure 63. (left) Shop, 511 Victoria Street, Abbotsford (HO61)

Figure 64. (right) Former Simpson's Glove Factory, 488-496 Victoria Street, Richmond (HO291)

There has been little recent development within Precinct 5, with the exception of the seven-storey apartment building at 486 Victoria Street, Richmond. The land to the east of Precinct 5 has been substantially developed in recent years, with commercial and mixed-use developments of up to nine storeys in height.

10.2 ZONING

The land within Precinct 5 along Victoria Street is included within the C1Z, C2Z and MUZ zones. The carriageway of Victoria Street itself is zoned RDZ1.

Figure 65. Precinct 5 – zone map

10.3 HERITAGE STATUS

The vast majority of the land within Precinct 5 is not subject to the Heritage Overlay. Five individual heritage places are included on the Schedule to the Heritage Overlay. The precinct abuts HO320 – Fairchild Street Precinct, Abbotsford to the north and HO459 – Wells Street Precinct, Richmond and HO363 – Cole's Paddock Precinct, Richmond to the south. The VHR-listed former Grosvenor Common School (H0654) at 2-3 Bond Street, Abbotsford also adjoins the precinct to the north.

The commercial buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprising openings such as windows and doors
- Face brick façades

- Parapeted front facades
- No setback from Victoria Street or side streets.
- Early or altered shop fronts to the ground floor of commercial buildings
- Visible chimneys.

The residential buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setbacks
- Masonry construction with less than 40% of the street wall face comprising openings such as windows and doors
- Painted rendered masonry façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- Two-storey verandahs
- Consistent small setback from Victoria Street of approx. 6m-6.5m with gardens
- Visible chimneys.

Figure 66. Precinct 5 – Heritage Overlay map

Figure 67. Precinct 5 – VHR map

In summary, the existing heritage status for Precinct 5:

Victorian Heritage Register				
VHR No.	*Name*	*Address*	*Heritage Overlay*	*Date*
-	-	-	-	-
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
HO60	Shops	459-465 Victoria Street, Abbotsford	Individual heritage place	1890
HO61	Shop	511 Victoria Street, Abbotsford	Individual heritage place	1860
HO289	House	316 Victoria Street, Richmond	Individual heritage place	1885
HO290	Byrne's Arcade Terrace	318-326 Victoria Street, Richmond	Individual heritage place	1879
HO291	Former Simpson's Glove Factory	488-496 Victoria Street, Richmond	Individual heritage place	1920
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Grading*	*Date*
-	-	-	-	-

The *Victoria Street and Bridge Road Built Form Review: Heritage Assessments* report considered the heritage controls affecting Precinct 5. Amendment C245yara (gazetted in February 2021) implemented the findings of the heritage assessments. This included updating the Statements of Significance and making other changes to the Heritage Overlay.

10.4 POTENTIAL FUTURE CHARACTER CONSIDERATIONS

Precinct 5 contains a wide range of building types, periods and form, with only isolated heritage buildings or terraces included on the Heritage Overlay. A recent development of up to seven storeys in height has been accommodated in this Precinct.

The Heritage Overlay should ensure the retention of the front parts of all 'contributory' and 'individually significant' buildings. Any new upper-level development, either behind retained commercial buildings or on adjacent sites, should be set back from the street wall (or from the primary facade in the case of the residential terraces at 316-326 Victoria Street) to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed

so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Victoria Street.

New development behind the grand Victorian terraced houses should be limited in height to retain the visual prominence of the historic fabric of these properties.

Development on sites immediately adjacent to properties on Victoria Street that are subject to the Heritage Overlay should respect the existing height of the neighbouring heritage buildings' façade, and upper-level development should be set back to retain the prominence of the heritage street wall.

Development that immediately adjoins HO3 (former Grosvenor Common School, 2-4 Bond Street, Abbotsford (VHR H0654)), HO320 (Fairchild Street Precinct, Abbotsford), HO363 (Cole's Paddock Estate, Richmond) and HO459 (Wells Street Precinct, Richmond) will need to be massed to provide a sensitive transition to the predominantly single-storey character of these precincts.

The tram terminus at the intersection of Church and Victoria Streets at the western end of Precinct 5 is identified in the *Landmarks & Views Assessment* Ethos Urban as being a primary viewpoint of the belfry and spire of St Ignatius Church at 326 Church Street, Richmond. Likewise, the intersection of Leslie and Victoria Streets near the eastern end of Precinct 5 is identified as a primary viewpoint of the Skipping Girl Sign at 651 Victoria Street, Abbotsford. New development should be massed to avoid adversely affecting these views.

Development in the remainder of Precinct 5 will not have any impact on heritage places.

10.5 RECOMMENDED BUILT FORM PARAMETERS

Any DDO applied to Victoria Street – Precinct 5 should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as cross-sectional drawings and 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1, and proposed Clause 15.03-1L as endorsed by Council

The DDO should:

- Ensure zero setback from the Victoria Street except where the terraced houses at 316 and 318-326 are set back from the street frontage.
- Ensure that the heritage buildings remain visually prominent within the Victoria Street streetscapes 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 by a minimum

of 6m and for development to respect the existing inter-floor heights of the heritage fabric. A greater setback of 8m from the front wall is required to retain the visible chimneys and legibility of the three-dimensional form of the two storey terraced houses at 316 and 318-326 Victoria Street.

- Adopt a maximum building height to 316-326 Victoria Street that retains the visual prominence of, and avoids visually dominating, the Victorian-era terraced houses.
- Retain the visual prominence of the return façades of the heritage buildings that address Victoria Street and (from west to east) Fairchild and Thompson streets.
- Retain chimneys and principal roof forms visible from the public realm (excluding laneways).
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric and that the historic street wall retains its the visual prominence through:
    - the application of height limits informed by the 3D modelling, existing characteristics and existing and emerging built form
    - encouraging the top-most level (or levels) of new development to be set further back from a principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a visually separate roof-top element.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure new development adjacent to VHR-listed places provides appropriate transitions to these single- and two-storey places (HO3 (former Grosvenor Common School, 2-4 Bond Street, Abbotsford (VHR H0654)) and the heritage buildings within HO320 (Fairchild Street Precinct, Abbotsford), HO363 (Cole's Paddock Estate, Richmond) and HO459 (Wells Street Precinct, Richmond)).
- Retain views of the belfry and spire of St Ignatius Church when viewed from the north along Church Street from the tram terminus.
- Retain views of the Skipping Girl Sign when viewed from the intersection of Victoria and Leslie streets.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

PART III: BUILT FORM RECOMMENDATIONS

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

11.0 BUILT FORM TESTING

To assist in translating the 'Recommended Built Form Parameters' in Part II into specific guidance that could be translated into a DDO control, the heritage analysis was reviewed against cross-sectional drawings of potential development envelopes and 3D computer modelling prepared by MGS Architects and Urban Circus. This approach ensured the proposed built from controls could be thoroughly tested in terms of the appropriateness of particular built form outcomes.

3D computer modelling of potential bulk and massing envelopes for the study area was interrogated. The existing built form was modelled along with approved, but not yet constructed, development proposals and as well as development currently under construction. This was used as a 'working' massing model to inform heights and setbacks on key development sites and to facilitate comparative visual analysis.

The images were taken from the model from natural eye level (1.7m) on the public footpath, with an emphasis placed on cross-street intersections and locations where the public tends to dwell or linger. Key views of municipal-wide landmarks as identified in the *Landmarks & Views Assessment* (Ethos Urban, October 2019) were also modelled and reviewed.

Extensive field work and site visits were undertaken and used to inform the recommendations made in this report. Views of heritage places were only considered from the public footpath, public parks or from tram stops where relevant, with particular emphasis placed on intersections and tram stops where pedestrians are likely to dwell.

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

12.0 BUILT FORM RECOMMENDATIONS

Any DDO applied to the Victoria Parade Precinct should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework through Amendment C269yara) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage conditions within the study area as well as the 3D modelling prepared by MGS Architects and Urban Circus, it is recommended that the built form controls set out below be applied to new development to ensure appropriate weight is given to the heritage values within the study area. The cross-sectional drawings and 3D modelling helped assess whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1, and proposed Clause 15.03-1L as endorsed by Council.

Buildings graded 'Individually Significant' and 'Contributory' or included in the VHR are referred to as 'heritage buildings' within the table below, and those graded 'Not-contributory' or that are vacant are considered 'infill sites'. The following recommended controls are provided on a precinct-by-precinct basis and only refer to land subject to the Heritage Overlay unless otherwise stated.

Note: the setbacks for individual heritage places should be informed by their Statements of Significance and an analysis of the historic fabric of the heritage place.

12.1 RECOMMENDED DDO CONTROLS – PRECINCT 1

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	6 Regent Street Match the parapet or roof height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	6 Regent Street Match the setback of the front wall of the adjacent heritage building	To ensure new built form responds to the heritage context which generally has a small garden set back or verandah on the street.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	Land subject to HO53 (231 Hoddle Street) and HO444 (233-251 Victoria Street) 6m from the façade to Hoddle Street and Victoria Street Land subject to HO399 (2-4 Regent Street) and HO400		A mandatory minimum 6m setback from the Victoria and Hoddle Street boundaries is necessary given the highly consistent two-storey built form and the need to protect the visual prominence of the heritage street wall. This distance will also retain the visible chimneys and roof forms. The demolition policy at Clause 22.02-5.1 seeks to retain individually significant buildings unless "...it can be demonstrated that the removal of part of the building or works does not

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

	(10-14 Regent Street) and 6 Regent Street 7m*		negatively affect the significance of the place." The proposed policy at Clause 15.02-1L seeks to retain the front two room depth of residential dwellings such as those subject to HO399 and HO400. This will retain the legibility of the three-dimensional form the houses and visible chimneys and roof forms.
Maximum building heights within the Heritage Overlay	Land subject to HO53 (231 Hoddle Street) and HO444 (233-251 Victoria Street) 18m (5 storeys) Land subject to HO399 (2-4 Regent Street) and HO400 (10-14 Regent Street) and 6 Regent Street 11m (3 storeys)	-	A five-storey mandatory height limit to HO53 and HO444 will maintain the prominence of the heritage buildings within the streetscape if the upper most level is set further back than the mid-level development. The single storey houses at HO399 and HO400 will be visually dominated if development above 11m was to occur within their property boundaries.

* setback distance measured from the front wall of the dwelling rather than the boundary.

12.2 RECOMMENDED DDO CONTROLS – PRECINCT 2

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	Maximum 11m; minimum 8m	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context and discourage single storey infill within the two-storey streetscape.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	0m	-	To ensure new built form responds to the heritage context which has no setback to the street.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	6m from Victoria Street and Nicholson Street	6m from other side streets	A mandatory minimum 6m setback from the Victoria and Nicholson Street boundaries is necessary given the need to protect the visual prominence of the heritage street wall. This distance will also retain the majority of visible chimneys and roof forms. A preferred minimum 6m setback from side streets will protect the prominence of return facades, visible roof forms and chimneys and enable a variety of design responses.

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Maximum building heights within the Heritage Overlay	18m (5 storeys)	-	A five-storey mandatory height limit will maintain the prominence of the heritage buildings within the streetscape if the upper most level is set further back than the mid-level development.

12.3 RECOMMENDED DDO CONTROLS – PRECINCT 3

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the parapet or roof height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context. A preferred control is appropriate to reflect the range of different conditions.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	0m	To ensure new built form responds to the heritage context which generally has no setback. A preferred control is appropriate to reflect the range of different conditions.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	-	6m	A preferred control is appropriate to reflect the range of different conditions.
Maximum building heights within the Heritage Overlay	-	HO390 (27-29 Hoddle Street) 18m (5 storeys) HO407 (38-50 Regent Street) and HO450 (21-31 York Street) 34m (10 storeys)	The height of development behind the front parts of the single and two storey buildings at 27-29 Hoddle Street, Richmond should be limited to 18m to avoid visually dominating these buildings. The more robust forms and taller heights of the former industrial buildings at 38-50 Regent Street and 21-31 York Street, Richmond can accommodate higher built form noting the emerging built form in this precinct. The uppermost level (or levels) should be set further back than the mid-level development to minimise their visual impact. A preferred control will enable a wide range of design responses on these individual heritage properties.

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12.4 RECOMMENDED DDO CONTROLS – PRECINCT 4

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	Maximum 11m; minimum 8m	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context and discourage single storey infill at 379-381 Victoria Street, Abbotsford within the two storey streetscape.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the setback of the neighbouring heritage building	To ensure new built form responds to the heritage context which has no setback to the street. A preferred control will provide for the variety of conditions which range from the shop/residences on Victoria Street to the residential buildings at 25-33 Lithgow Street, Abbotsford.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	6m from Victoria and Church streets Land at 25-33 Lithgow Street 8m* Land at 35-47 Lithgow Street 6m	6m from side streets	A mandatory minimum 6m setback from the Victoria and Church Street boundary is necessary given the need to protect the visual prominence of the heritage building. This distance will also retain the majority of visible chimneys and roof forms. A preferred minimum 6m setback from side streets will protect the prominence of return facades, visible roof forms and chimneys and enable a variety of design responses. The demolition policy at Clause 22.02-5.1 seeks to retain individually significant buildings unless "…it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place." The proposed policy at Clause 15.02-1L seeks to retain the front two room depth of residential dwellings such as those at 24-33 Lithgow Street. This will retain the legibility of the three-dimensional form the houses and visible chimneys and roof forms. New roof-top development above the former Cordial Factory at 35-47 Lithgow Street should be informed by the individual characteristics of that building but should be set back from Lithgow Street.
Maximum building heights within the Heritage Overlay	371-385 Victoria Street, Abbotsford 18m (5 storey)		A 18m mandatory height limit will maintain the prominence of the heritage buildings within the streetscape if the upper most level is set further back than

Attachment 3 - Built Form Review: Victoria Street - Heritage Analysis and Recommendations (GJM Heritage, April 2021)

	1-21 Lithgow Street 18m (5 storey) 25-33 Lithgow Street 11m (3 storey) 35-47 Lithgow Street 15m (4 storey)		the mid-level development. The new four storey development at 15 Lithgow Street demonstrates emerging built from at this scale. The single storey houses at 25-33 Lithgow Street will be visually dominated if development above 11m was to occur within their property boundaries. A 15m height limit to 35-47 Lithgow Street will protect the visual prominence of the former Cordial Factory and provide for an appropriate transition to surrounding single and two-storey scale heritage places (HO28 and HO339).

* setback distance measured from the front wall of the dwelling rather than the boundary.

12.5 RECOMMENDED DDO CONTROLS – PRECINCT 5

Built Form Element	Mandatory	Preferred	Rationale
Street wall height (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the parapet height of the adjacent heritage building	To ensure new built form responds to its immediate heritage context. A preferred control recognises that there are no infill sites within intact streetscapes.
Front setback (infill development) within or immediately adjacent to land subject to the Heritage Overlay	-	Match the setback of the neighbouring heritage building	To ensure new built form responds to the heritage context which has no setback to the street. A preferred control will provide for the variety of conditions which range from the shop/residences on Victoria Street to grand terraced houses.
Minimum setbacks above street wall within or immediately adjacent to land subject to the Heritage Overlay	HO60 (459-465 Victoria Street) & HO61 (511 Victoria Street) and HO 291 (488-496 Victoria Street) 6m from Victoria Street HO289 (316 Victoria Street) & HO290 (318-326 Victoria Street) 8m*	6m from side streets	A mandatory minimum 6m setback from the Victoria Street boundary is necessary given the need to protect the visual prominence of the heritage building. This distance will also retain the majority of visible chimneys and roof forms. A preferred minimum 6m setback from side streets will protect the prominence of return facades, visible roof forms and chimneys and enable a variety of design responses. The demolition policy at Clause 22.02-5.1 seeks to retain individually significant buildings unless "…it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place." The proposed policy at Clause 15.02-1L seeks to retain the front two room depth of residential dwellings

		such as those subject to HO289 and HO290. This will retain the legibility of the three-dimensional form the houses and visible chimneys and roof forms.
Maximum building heights within the Heritage Overlay	HO60 (459-465 Victoria Street) & HO61 (511 Victoria Street) and HO 291 (488-496 Victoria Street) - 18m (5 storey) 316 & 318-326 Victoria Street, Richmond - 15m (4 storey) 488-496 Victoria Street, Richmond - 21m (6 storey)	A 18m mandatory height limit will maintain the prominence of the heritage buildings within the streetscape if the upper most level is set further back than the mid-level development. The two storey terraced houses at 316-326 Victoria Street will be visually dominated if development above 15m was to occur within their property boundaries. A 21m height limit to 488-496 Victoria Street will protect the visual prominence of the former Simpson's Glove Factory if the upper most level (or levels) is set further back than the mid-level development. This height will also assist in transitioning to the adjacent low scale residential development subject to HO363 (Cole's Paddock Estate, Richmond).

* setback distance measured from the front wall of the dwelling rather than the boundary.

12.6 ADDITIONAL GUIDANCE

The heritage policy proposed as part of C269yara includes specific strategies to address new development and alterations to commercial and industrial heritage places. If these provisions are implemented through Amendment C269yara, additional heritage design requirements are not likely to be needed within a DDO. However, if new development is to be informed by the existing heritage provisions at Clauses 15.03-1S, 21.05-1, 22.02 and 43.01 of the Yarra Planning Scheme, we recommend that the following heritage design requirements be applied to a DDO:

- New infill development within heritage precincts should:
  - Interpret the historic façade rhythm, including fenestration patterns and proportions, the relationship between solid and void, and the existing module of structural bays.
  - Retain the visual prominence of prominent corner buildings and local landmarks.
  - Be distinguishable from the original heritage fabric and adopt a high-quality and respectful contextual design response.
  - Ensure façade treatments and the articulation of new development are simple and do not compete with the heritage fabric.
  - Avoid the replication of existing decorative features and architectural detail.
- The adaptation of existing heritage buildings should:
  - Discourage highly reflective glazing in historic openings.

  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.
- New upper-level development behind existing heritage buildings should:
  - Retain the visual prominence of parapet and roof-top elements including parapets, balustrades, pediments, chimneys, lanterns, urns and other architectural features, where these exist.
  - Be set back to retain the visual prominence of prominent corner buildings and local landmarks.
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building.
  - 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 streetscape within precincts and to individual heritage buildings.
  - Avoid highly articulated facades with recessed and projecting elements.
  - Avoid highly contrasting or vibrant primary colours.
  - Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
  - Be articulated to reflect the fine-grained character of narrow sites.
  - Encourage upper-level development behind rows of identical or similar shop/residences to be consistent in form, massing and façade treatment (where this exists).
- New development on land immediately abutting heritage places and precincts should:
  - Provide a sensitive site-responsive transition between the existing heritage fabric and the new proposed built form.
  - Retain the visual prominence of prominent corner buildings and local landmarks.
  - Be distinguishable from the original heritage fabric and adopt a high-quality and respectful contextual design response.

- Ensure façade treatments and the articulation of new development are simple and do not compete with the heritage fabric.
- Avoid the replication of existing decorative features and architectural detail.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Traffix Group

Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond

Prepared for
Yarra City Council

April, 2021

G22791R-02B

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Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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1. Introduction

Yarra City Council has initiated a review of the interim built form controls for the Victoria Street and Bridge Road Activity Centres. These Built Form Frameworks will define the preferred future built form character of the precincts and include principles, guidelines and requirements to guide future development and to manage the level of change. Importantly, this review will inform the preparation of permanent Design and Development Overlay (DDO) controls and policy for these areas.

Interim DDO21 and DDO22 applies to land in the Bridge Road and Victoria Street Activity Centres, respectively. These measures were gazetted in November 2018.

The review provides a guide as to what developmental changes can be expected within the Victoria Street and Bridge Road Activity Centres in the future at such time that they are implemented as DDO controls and ultimately, resulting in increased development. This increase in development has the potential to pose transport challenges for all modes along the Victoria Street and Bridge Road corridors and immediate areas.

In particular, a number of traffic engineering related issues have arisen through the creation and analysis of the framework process, including:

- concern in relation to the impact that additional development may have on the transport network, including the network performance of Victoria Street, Bridge Road and the local road network,
- likely Department of Transport (DoT) and PTV concerns relating to vehicle access arrangements to properties on Victoria Street and Bridge Road and the potential impact on the safety and efficiency of the road and tram network,
- the suitability of narrow laneways to provide appropriate access to new development and movement opportunities for people, cyclists, cars and service vehicles, and
- the need for an overall access and movement plan setting out the preferred arrangements for the Victoria Street and Bridge Road Activity Centres to support the level of development being proposed and to guide decision making and policy formulation.

While the traffic impacts of this growth on this constrained network this is acknowledged as a consideration, there is strong and committed strategic policy support to facilitate increased commercial and residential development in the Victoria Street and Bridge Road Activity Centres. In considering the planning of similar centres across Melbourne, Planning Panels have acknowledged that “future congestion should not stifle development” and the “challenge of managing the road network should not prevent the Amendment from progressing”.

It is important that this project recognises the network constraints, the strong strategic support for development in the precinct, and the approach of Planning Panels in the discussion and advice on the future traffic conditions and future performance of Victoria Street, Bridge Road and the local road network. This project must help to ensure that future consideration of traffic issues is focused on how best to manage the impacts of future development through improved access arrangements and measures to promote sustainable and active modes of travel through new development.

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Traffix Group has been engaged by Yarra City Council to undertake an assessment of the future access arrangements, prepare access and movement plans and provide input into the content of the future Design and Development Overlay to facilitate appropriate access and movement throughout the Activity Centres. The objective of the access and movement plans is to facilitate 'best practice' access controls to properties abutting Victoria Street and Bridge Road (or located within the 'study area') and specifically:

- To maximise the efficiency of Victoria Street and Bridge Road.
- To ensure appropriately managed vehicle access is provided to properties within the Activity Centres.
- To minimise the potential for vehicle conflicts within laneways, ensuring appropriate treatments are put into place to maximise the capacity of laneways and local roads.
- To minimise impacts on tram and public transport services.
- Provide a high-quality pedestrian environment along Victoria Street and Bridge Road.
- To minimise where possible the number of vehicle access points directly to arterial roads.
- Provide appropriate vehicle access to properties, including loading and waste collection considerations.

2. Scope & Methodology

The adopted methodology for undertaking this study was as follows:

- Undertake thorough site inspections of the entire study areas to document and map:
  - existing access arrangements for each individual property,
  - existing traffic management treatments for all arterial and local roads and rear laneways within the study areas,
  - existing configuration of each road and laneway within the study areas (including carriageway width and road reservation width), and
  - foreseeable access constraints to each individual property should development occur.
- Review and categorisation of laneways into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration. Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail further in the report.
- High level review of the developmental changes forecast within the review of the current interim controls in regard to traffic impacts, in particular the intensity of traffic movements and vehicle circulation within the surrounding road network within the Victoria Street and Bridge Road Activity Centres.
- Review of the capacity for laneways and local roads to accommodate the forecast level of traffic based on development potential and their existing configuration.
- Review of what configuration or adjustments may be necessary to laneways or local road configurations to accommodate this increase in vehicle movements and to minimise potential for vehicle conflicts within the study areas. In particular, impacts on Arterial Roads to be minimised as much as practically possible.
- Liaise with stakeholders including representatives from Council to understand the relevant authority concerns and desirable access outcomes having regard to the potential impact on the safety and efficiency of the road and tram network.
- Prepare “access” maps showing the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments.
- Prepare draft wording for the traffic engineering aspects of the permanent Design and Development Overlays, which sets out design objectives and outcomes, permit application requirements, and decision guidelines for assessing future planning permit applications, based on the desired access outcomes for future development.

3. Policy Context

3.1. Plan Melbourne 2017-2050

Plan Melbourne is the State Government plan that will guide the growth of Melbourne city for the next 35 years. It sets the strategy for supporting jobs, housing and transport, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

The plan includes several key transport and urban planning objectives that the review of the interim built form controls aims to facilitate. The most relevant objectives are listed in the table below.

Table 1: Key Objectives of Plan Melbourne in relation to the Victoria and Bridge Road Activity Centres

Outcome	Directions	Policy
Outcome 2 Melbourne provides housing choice in locations close to jobs and services.	Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.	Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
	Deliver more housing closer to jobs and public transport.	Facilitate well-designed, high-density residential developments that support a vibrant public realm in Melbourne's central city. Direct new housing and mixed-use development to urban renewal precincts and sites across Melbourne. Support new housing in activity centres and other places that offer good access to jobs, services and public transport. Provide support and guidance for greyfield areas to deliver more housing choice and diversity.
Outcome 3 Melbourne has an integrated transport system that connects people to jobs and services and goods to market.	Transform Melbourne's transport system to support a productive city.	Provide high-quality public transport access to job-rich areas. Improve arterial road connections across Melbourne for all road users. Provide guidance and certainty for land use and transport development through the Principal Public Transport Network and the Principal Freight Network. Improve the efficiency of the motorway network. Support cycling for commuting.
	Improve local travel options to support 20-minute neighbourhoods.	Create pedestrian-friendly neighbourhoods. Create a network of cycling links for local trips. Improve local transport choices.

Outcome	Directions	Policy
Outcome 5 Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.	Create a city of 20-minute neighbourhoods.	Create mixed-use neighbourhoods at varying densities. Support a network of vibrant neighbourhood activity centres.
	Create neighbourhoods that support safe communities and healthy lifestyles.	Improve neighbourhoods to enable walking and cycling as a part of daily life.

3.2. Planning Policy Framework (PPF)

The PPF is the policy content of a planning scheme containing state policy (which includes regional policy) and local policy in a thematically integrated form. The PPF is complemented by a Municipal Planning Strategy at Clause 20 of the planning scheme. (Noting in Yarra, the inclusion of updated local policy and MPS are being implemented through Planning Scheme Amendment C269.)

Clause 18 of the PPF details state-wide and regional objectives, strategies and policy guidelines relating to transport, including land use and transport planning, the transport system, walking, cycling, the principal public transport network, management of the road system, car parking ports, airports and freights.

The state and regional PPF Transport objectives that are relevant to Yarra are set out in Table 2 below.

Table 2: PPF Transport Objectives

Clause	Objectives
18.01-2S Transport System	To coordinate development of all transport modes to provide a comprehensive transport system.
18.02-1S Sustainable Personal Transport	To promote the use of sustainable personal transport.
18.02-2S Public Transport	To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.
18.02-1R Sustainable personal transport - Metropolitan Melbourne	Improve local travel options for walking and cycling to support 20 minute neighbourhoods. Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

Clause	Objectives
18.02-2R Principal Public Transport Network	To upgrade and develop the Principal Public Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.
18.02-3S Road System	To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.
18.02-4S Car Parking	To ensure an adequate supply of car parking that is appropriately design and located.

A copy of Clause 18 of the Planning Scheme is attached at Appendix A, and details the strategies and policy guidelines relating to each of the objectives listed.

Detailed state-wide requirements in relation to car parking and bicycle parking are set out at Clause 52.06 and 52.34 of the Planning Scheme respectively.

3.3. Local Planning Policy Framework

While Clause 18 sets out the state-wide and regional planning policy in relation to transport, each Council also sets its own local policies at Clauses 20, 21 and 22 of the Planning Scheme.

It is noted that this section of the Planning Scheme is proposed to change through Planning Scheme Amendment C269. The amendment proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 of the Yarra Planning Scheme with a Municipal Planning Strategy and local policies within the Planning Policy Framework (PPF), consistent with the structure introduced by Amendment VC148.

Clause 21 sets out the Municipal Strategic Statement (MSS).

Clause 21.03 sets out the vision for the municipality, as follows:

Land Use

- *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.*
- *Yarra will have increased opportunities for employment.*
- *There will be an increased provision of public open space.*
- *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community.*
- *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

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Built Form

- *Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.*
- *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*
- *People will safely get together and socialise in public spaces across the City.*
- *All new development will demonstrate design excellence.*

Transport

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

Environmental sustainability

- *Buildings throughout the City will adopt state-of the-art environmental design.*
- *Our natural environment will support additional species of flora and fauna.*

This vision is pursued by the objectives and strategies set out in the land use, built form, transport, environmental sustainability and neighbourhood sections under Clauses 21.04-21.08.

Clause 21.06 sets out Yarra's detailed local Transport policy. The preamble states the following:

> *Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. This is also a key message of Melbourne 2030 and fundamental to the health and well-being of the community.*
>
> *While the scope of the planning scheme in managing an integrated transport system is limited, Council will work towards improving the quality of walking and cycling infrastructure as a priority. Note that the term "walking" includes people who use wheelchairs.*
>
> *Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.*

The specific objectives and strategies for Transport management in Yarra are detailed in Table 3 below.

Table 3: LPPF Transport Objectives & Strategies

Clause	Objective	Strategies
21.06-1 Walking & Cycling	To provide safe and convenient pedestrian and bicycle environments.	30.1 Improve pedestrian and cycling links in association with new development where possible. 30.2 Minimise vehicle crossovers on street frontages. 30.3 Use rear laneway access to reduce vehicle crossovers.
21.06-2 Public Transport	To facilitate public transport usage.	31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.
21.06-3 The Road System & Parking	To reduce the reliance on the private motor car.	32.1 Provide efficient shared parking facilities in activity centres. 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
	To reduce the impact of traffic.	33.1 ensure access arrangements maintain the safety and efficiency of the arterial and local road networks. 33.2 Ensure the level of service needed for new industrial and commercial operations does not prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

3.3.1. Clause 22.07 – Development Abutting Laneways

The City of Yarra has a specific policy in relation to development abutting laneways.

The local policy identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossovers.

Objectives

- *To provide an environment which has a feeling of safety for users of the laneway.*
- *To ensure that development along a laneway acknowledges the unique character of the laneway.*
- *To ensure that where development is accessed off a laneway, all services can be provided to the development.*
- *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Policy

It is policy that:

- *Where vehicular movement in the laneway is expected to cause a material traffic impact, a traffic impact assessment report be provided to demonstrate that the laneway can safely accommodate the increased traffic.*
- *Where alternative street frontage is available, pedestrian access from the street be provided.*
- *Pedestrian entries be separate from vehicle entries.*
- *Pedestrian entries be well lit to foster a sense of safety and address to a development. Existing lights may need to be realigned, or have brackets or shields attached or additional lighting may be required.*
- *Lighting be designed to avoid light spill into adjacent private open space and habitable rooms.*
- *Vehicle access be provided to ensure ingress and egress does not require multiple vehicular movements.*
- *Windows and balconies overlook laneways but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway.*
- *Development respect the scale of the surrounding built form*
- *Development not obstruct existing access to other properties in the laneway.*
- *Doors to car storage areas (garages) not protrude into the laneway.*
- *The laneway not be used for refuse storage.*
- *All laneway upgradings which provide improved access to the development be funded by the developer.*
- *The laneway meet emergency services access requirements.*

3.3.2. Planning Scheme Amendment 269 – Rewrite of local policies

A Planning Scheme Amendment 269 has been proposed by Yarra City Council, and is scheduled for a Panel Hearing later this year.

This amendment is not currently in the Planning Scheme, however these policies are being seriously contemplated for future inclusion.

The amendment aims to provide improved safety for pedestrians and cyclists, while also focusing on improved access to public transport and other sustainable form of travel.

The focus is on promoting environmentally sustainable transport through the introduction of a hierarchy that favours walking, cycling and public transport over the use of private vehicles.

The amendment also focuses on the potential for a reduction in car parking in favour of bays for car sharing vehicles.

Policies will define which areas should receive more growth and appropriately manage transport in the surrounds, with the Epworth Hospital Precinct (on Bridge Road) being defined as one of these areas.

Relevant additional policies and studies (which do not form part of the Planning Scheme) are summarised below.

3.3.3. Liveable Yarra Project

In the lead-up to the policy rewrite, Council carried out extensive consultation to ensure it understood the priorities and needs of the community.

Consultation for the redraft of Yarra's policies has been happening for the last 5 years, beginning with the Liveable Yarra project.

In 2015 Council undertook an extensive community engagement process known as the "Liveable Yarra Project". The consultation consisted of a number of elements including a People's Panel, Advisory Committees, and Targeted Community Workshops, and covered a range of topics, one of which was "Access and Movement".

The "engagement summary" document prepared by Capire Consulting Group (January 2016) summarised the consultation in relation to access and movement as follows:

> *"Access and movement received the highest number of priority votes at 64. Actions around the improvement of cycling, walking and non-automotive transport modes were strongly supported. Panel members suggested trialling street closures to "reclaim" street share for cyclists and pedestrians. The trade-off of busier arterials was seen as largely acceptable pending the trials. Panel members were very supportive of Council efforts to lobby for public transport upgrades."*

3.3.4. Council Transport Statement 2006

City of Yarra's Strategic Transport Statement 2006 sets out a clear desire to reduce car dependence in the City of Yarra by promoting walking, cycling and public transport use as viable and preferable alternatives.

The Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists

3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

The vision of Council's Transport Statement 2006 is … *"to create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car"*.

There are seven key Strategic Transport Objectives (STO) to achieve this vision.

Of particular relevance is STO 5, which is to … "*ensure Council's response to parking demand is based on Yarra's hierarchy and sustainable transport principles*".

3.3.5. Transport Statement Review 2012

The City of Yarra's Strategic Transport Statement was reviewed in 2012.

Relevant key actions include the following:

- *Develop guidelines for assessing planning permit applications for car parking dispensation.*
- *Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities.*

3.3.6. Yarra Parking Management Strategy 2013-2015

The Yarra Parking Management Strategy provides the framework around Yarra's policies for parking permit schemes, parking enforcement, the provision of disability access parking, managing parking around shopping strips, signage and all other parking-related issues and topics.

Council's website states that the fundamental aims of the Strategy are:

- *to reduce the number of cars parking in Yarra,*
- *to promote public transport as an alternative to driving, and*
- *to ensure visitors contribute to the cost of providing Yarra's parking infrastructure.*

The stated overall goals of the City of Yarra Parking Strategy are to:

1. *Reduce the number of cars needing to park in residential streets;*

2. *Enable a reduction in the road pavement space used for parking where a community benefit can be achieved particularly where pedestrians, cyclists, public transport and persons waiting for public transport will benefit; and*
3. *Plan and manage transport and urban development to minimise the need for people to have to drive cars so that the demand for parking is contained and managed effectively.*

A key aim underpinning this strategy is Council's desire to promote sustainable travel, such as cycling, walking and public transport.

Action Area 4 of Council's Parking Management Strategy is an integrated approach for Municipal Parking Strategy and in particular identifies a need to further develop Yarra's policy to provide a disincentive to car ownership and use by working with other sections of Council to promote behaviour change, sustainable transport and introduce more sustainable transport infrastructure.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

The specific Access and Movement recommendations which were summarised in the "engagement summary" document is as set out in Table 4 below.

Table 4: Summary of Parking Recommendations from Liveable Yarra Project

Action No.	Action	Support from People's Panel
1	Articulate targets for street share. Develop a municipality wide plan for transport and access.	86% support 12% not sure 2% disagree
2	Close local (residential) streets to through traffic including living streets.	36% support 48% not sure 16% disagree
3	Increase space for pedestrians and bikes, dedicated lanes/corridors. Decrease car space on the streets.	63% support 22% not sure 15% disagree
4	Require better bicycle parking as part of major development.	76% support 14% not sure 10% disagree
5	Reduce barriers that discourage riding, improve safety, connections, lighting. Council to provide additional cycling infrastructure – a comprehensive network that consistently provides a good level of service.	75% support 18% not sure 7% disagree
6	Move away from a "predict and provide" approach to providing car parking in new development.	86% support 12% not sure 2% disagree
7	Continue to work with State Government to improve performance of current public transport infrastructure assets.	36% support 48% not sure 16% disagree
8	Continue lobbying for improved public transport (new infrastructure and services).	63% support 22% not sure 15% disagree

4. Victoria Street/Bridge DDO Controls

Victoria Street and Bridge Road are important commercial and retail areas within the Yarra Local Government Area that has been identified in State and local planning policy documents as an area suitable for accommodating significant residential and commercial growth, principally through redevelopment of sites and development in new upper levels to existing buildings.

Updated permanent DDOs are being prepared for the Victoria Street and Bridge Road Activity Centres. These provide recommendations in relation to building heights and setbacks, amongst other areas and will guide the future form and development in these centres.

This report informs and supports the traffic engineering aspects of the DDOs. It seeks to manage the impact of new development by encouraging appropriate vehicle access outcomes, in particular the use of side and rear frontages for vehicle access instead of arterial roads. This strategy is important to promoting pedestrian and cycle friendly environments and support public transport services along these roads.

The development outcomes proposed under review of the interim built form controls have been taken into account when formulating our recommendations. In particular, the envisioned development intensity abutting and accessing the local road/laneway network has been a key factor in the recommendations of this report.

5. Existing Conditions

5.1. Study Areas

The study areas extend for approximately 2.1km and 2.2km long sections of Victoria Street and Bridge Road, respectively, between Hoddle Street/Punt Road and the Yarra River and effectively encompasses most properties adjacent to both Victoria Street and Bridge Road between Hoddle Street and the Yarra River as shown in the locality plan provided on the following page at Figure 1.

In addition to these properties, a number of other areas are included within the study areas, including properties along the rail corridor to the south of Victoria Street (i.e. Regent Street), amongst a number of smaller Precincts.

Land within the study areas is generally zoned 'Commercial 1 Zone' with a small section of 'Commercial 2 Zone' 'Mixed Use Zone' and residential uses at the east end of both Victoria Street and Bridge Road. There is also a large amount of land zoned either 'Priority Development Zone 1' or 'Comprehensive Development Zone 1' at the eastern end of Victoria Street. However this is included in wider Activity Centre area, but not included in the DDO study area. A land use zoning map of the study area is shown in Figure 2.

Significant land uses within and in the vicinity of the study area include:

- **North Richmond Station**, located south of Victoria Street, between Hoddle Street and Church Street.
- **The Hive Shopping Centre**, located on Victoria Street, between Hoddle Street and Church Street.
- **Abbotsford Primary School**, located north of Victoria Street, between Hoddle Street and Church Street.
- **The Carlton United Brewery**, located north of Victoria Street, adjacent to the northern boundary of the site.
- **Victoria Gardens Shopping Centre**, located on Victoria Street at the eastern end of the study area.
- The **Epworth Hospital**, located on Bridge Road, east of Hoddle Street.
- **Richmond Plaza**, located on Bridge Road, at the intersection with Church Street.
- **Richmond Town Hall**, located on Bridge Road, between Church Street and Burnley Street.

In the wider area, the following Activity Centres and key land uses are located in close proximity to the study area:

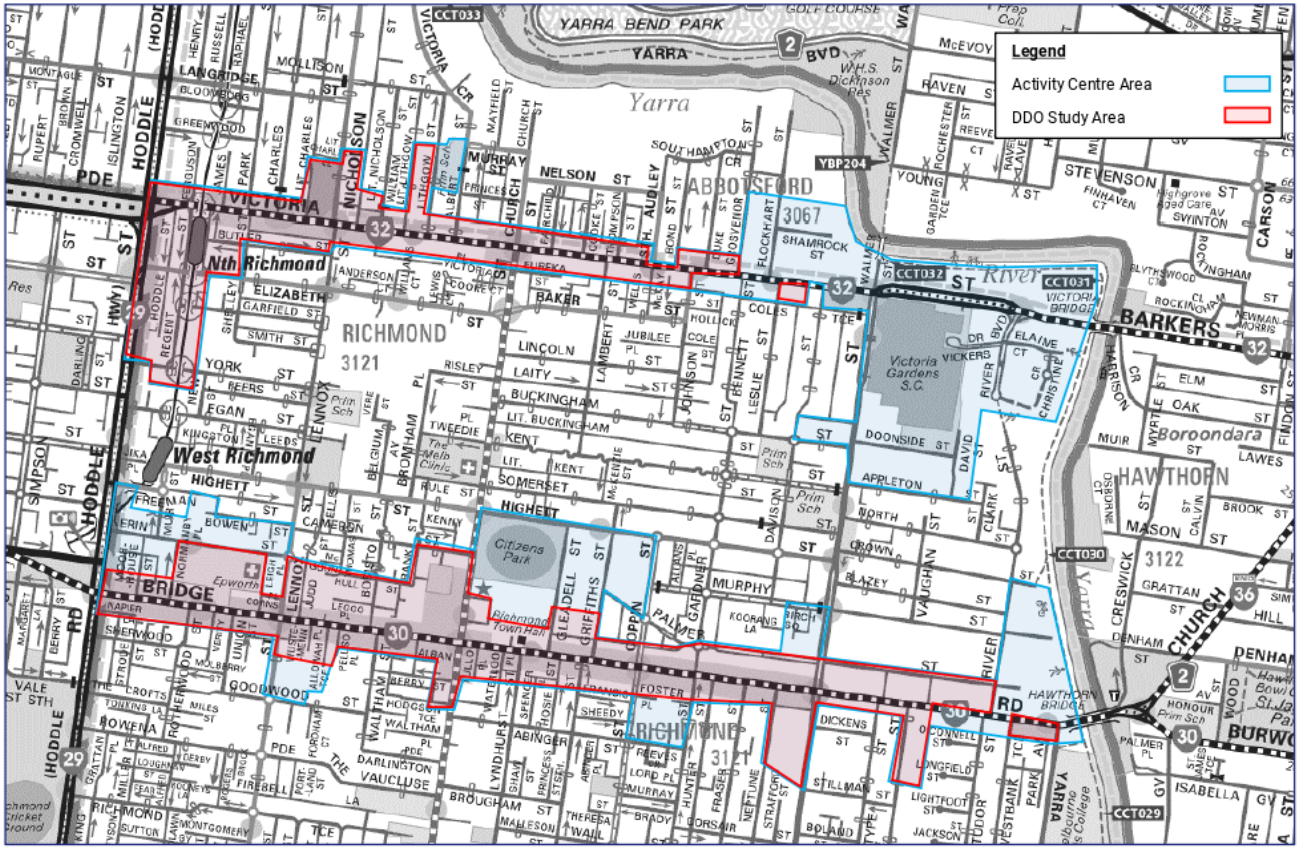
- **West Richmond Station**, located between the Victoria Street and Bridge Road activity centres, east of Hoddle Street.
- **Melbourne's Sports Precinct** is located west of Punt Road/Hoddle Street, beginning to the south-west of the boundary of the study area.
- The **Melbourne CBD** begins approximately 2km from the western end of the study area.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

- **The Swan Street Road Activity Centre**, located approximately 800m south of Bridge Road.
- **The Smith Street Activity Centre**, located approximately 800m west of Victoria Street.

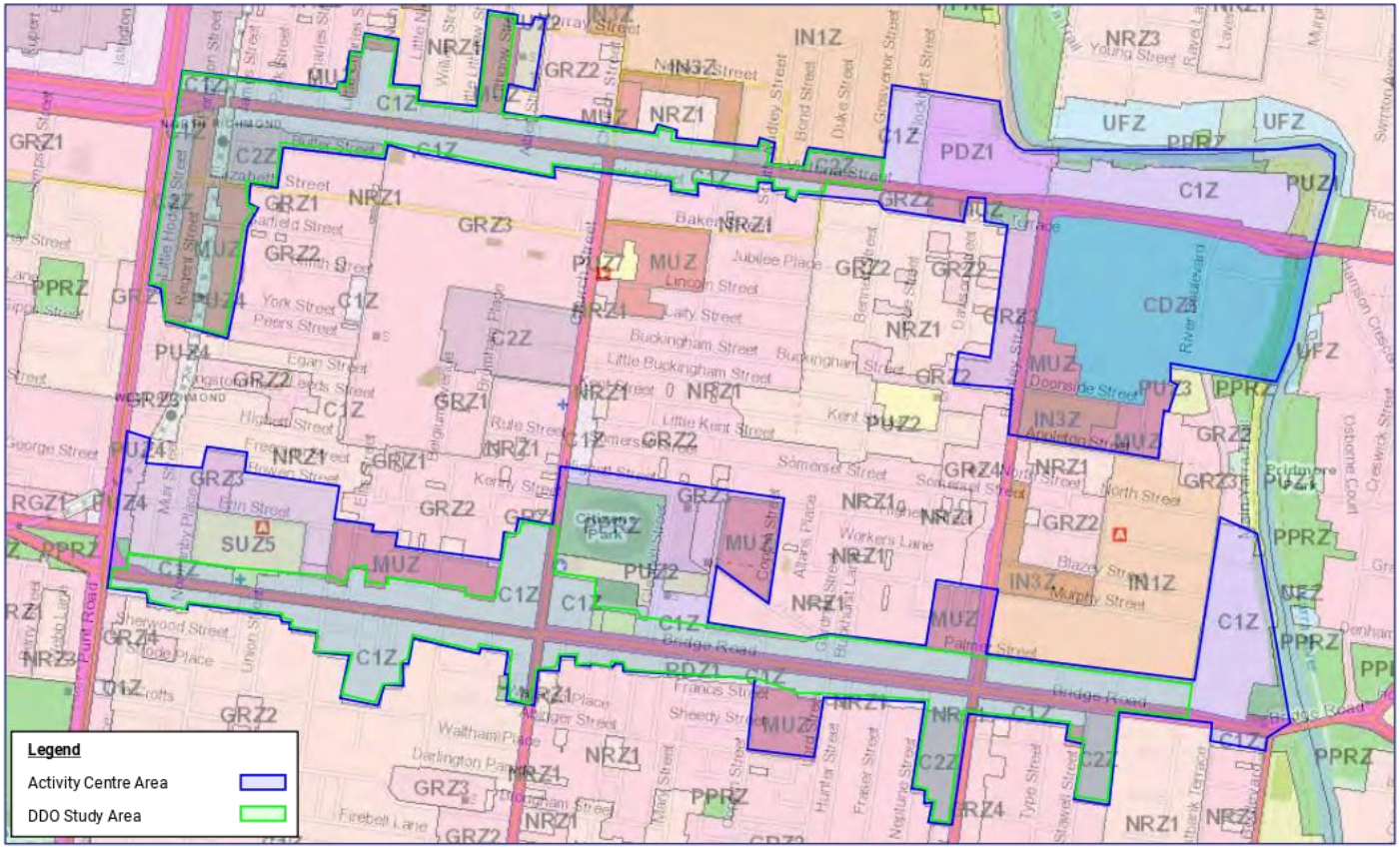
All of these areas are readily accessible from the study area via walking, cycling or a short public transport trip.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)



Source: Melways Publishing

Figure 1: Locality map



Source: Planning Schemes Online

Figure 2: Land use zoning map

5.2. Road Network

The following section describes the higher order roads within the study areas. This study has also reviewed the local roads and laneways within the study areas.

A detailed review of the existing traffic management measures on arterial and local roads within the study areas is provided at Appendix B.

A detailed review of the existing conditions of ROWs is included at Appendix C of this report.

A map of existing vehicle access points to properties within the study area abutting arterial roads is included at Appendix D of this report.

Victoria Street is a DoT declared arterial road and Road Zone Category 1 which extends in an east-west direction for approximately 2km between Hoddle Street/Punt Road in the west (where it continues as Victoria Parade) and the Yarra River in the east (where it continues as Barkers Road).

Within the study area, Victoria Street typically provides with two through traffic lanes in each direction, with tram lines running within the central traffic lanes, with a total width of 14.0m. The outer traffic lanes also provide kerbside parallel parking with clearways applying during the AM peak (7am-9:15am) on the southern side of the street and during the PM peak (4:30pm-6:30pm) on the northern side of the street.

A number of the tram stops between Hoddle Street and Church Street are 'easy access stops' which have a raised kerbside lane adjacent to the tram stop. Parking is prohibited along these sections of road, and vehicle access is allowed in either lane.

U-turns are prohibited on Victoria Street due to the solid white centreline. West of Church Street, a 40km/h speed limit applies to Victoria Street. East of Church Street, a 60km/h speed limit applies.

Photographs of Victoria Street, depicting the typical cross section of Victoria Street are presented in Figure 3 and Figure 4.

Figure 3: Victoria Street - View East

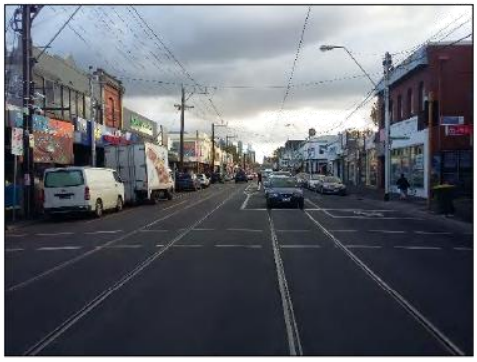


Figure 4: Victoria Street - View West

Bridge Road is a DoT declared arterial road and Road Zone Category 1 which extends in an east-west direction for approximately 2km between Hoddle Street/Punt Road in the west (where it continues as Wellington Parade) and the Yarra River in the east (where it continues as Burwood Road).

Within the study area, Bridge Road typically provides with two through traffic lanes in each direction, with tram lines running within the central traffic lane or central fairway. The outer traffic lanes also provide kerbside parallel parking with clearways applying during the AM peak (7am-9:15am) on the southern side of the street and during the PM peak (4:30pm-6:30pm) on the northern side of the street. To the east of Church Street, Bridge road widens, to provide the tram tracks within a fairway (i.e. separated from the two traffic lanes in each direction by rumble strips).

A number of the tram stops between Hoddle Street/Punt Road and Church Street are 'easy access stops' which have a raised kerbside lane adjacent to the tram stop. Parking is prohibited along these sections of road, and vehicle access is allowed in either lane.

To the east of Church Street, the tram line is separated from vehicle traffic via a raised yellow dividing strip.

U-turns are prohibited on Bridge Road due to the solid white centreline. West of Burnley Street, a '40km/h 7am-midnight' speed limit applies to Victoria Street. Outside of these times a 60km/h speed limit applies. East of Burnley Street, a 60km/h speed limit applies at all times.

Photographs of Bridge Road, taken west of Church are presented in Figure 5 to Figure 8.

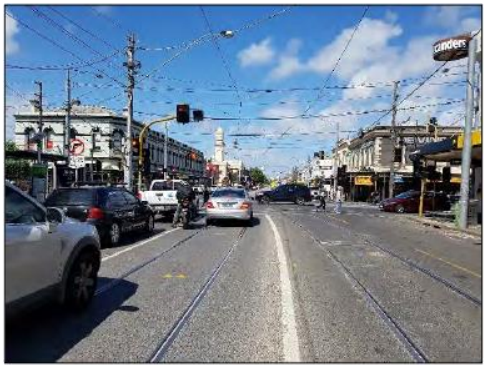


Figure 5: Bridge Road - View East

Figure 6: Bridge Road - View West

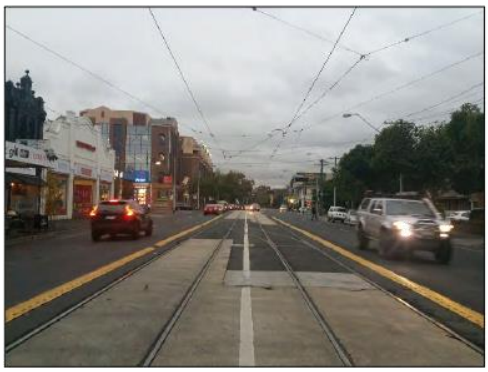


Figure 7: Bridge Road - View East (widened section)

Figure 8: Bridge Road - View West (widened section)

Church Street is a DoT declared arterial road and Road Zone Category 1 which extends in a north-south direction for approximately 3km between the Yarra River in the south (where it continues as Chapel Street) and the Yarra River in the north.

Within the study area, Church Street typically provides two through traffic lanes in each direction, with tram lines running within the central traffic lane and has a total overall width of approximately 15.5m. To the south of Bridge Road, a 40km/h speed limit applies, and to the north, a 60km/h speed limit applies.

Photographs of Church Street, taken at Cameron Street, are presented in Figure 9 and Figure 10.

Figure 9: Church Street - View North

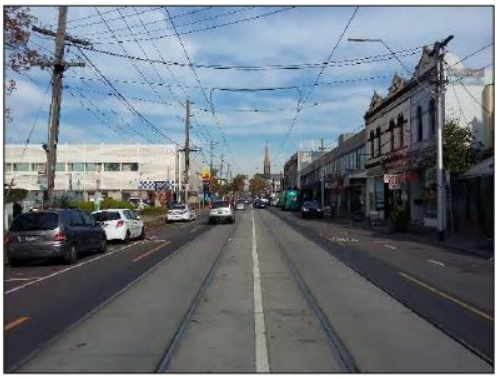


Figure 10: Church Street - View South

Burnley Street is a DoT declared arterial road and Road Zone Category 1 which extends in a north-south direction between CityLink/Barkly Avenue and Victoria Street. Burnley Street is also nominated as a Traffic Route and Bicycle Priority Route.

Within the study area, Burnley Street provides a traffic lane, bicycle lane and kerbside parking lane in each direction. Intermittently, a dividing median is provided. A 60km/h speed limits applies to Burnley Street.

Photographs of Burnley Street, taken at Bridge Road, are presented in Figure 11 and Figure 12 below.

Figure 11: Burnley Street - View North

Figure 12: Burnley Street - View South

Lennox Street/Nicholson Street function as a Collector Road managed by Council. Lennox Street provides a north-south link between Swan Street and Victoria Street.

Between Bridge Road and Highett Street, Lennox Street provides a through traffic lane, bicycle lane and alternating kerbside parallel parking or angle parking in both directions.

Lennox Street narrows to the north of Highett Street, with no entry to Lennox Street in the northbound direction at Highett Street. North of Highett Street, a traffic lane is provided in each direction, and kerbside parking is provided on the west side of the road.

Between Elizabeth Street and Victoria Street, northbound traffic into Lennox Street at the Elizabeth intersection is prohibited, and southbound traffic into Lennox Street from Victoria Street is prohibited, with two-way flow in between these two roads.

To the north of Victoria Street, Lennox Street continues as Nicholson Street, where a traffic lane, bicycle lane and kerbside parking lane are provided in each direction.

Photographs of Lennox Street, taken at Corns Place, are presented in Figure 13 and Figure 14.

Figure 13: Lennox Street - View North

Figure 14: Lennox Street - View South

Coppin Street functions as a Collector Road managed by Council. Coppin Street provides a north-south link between Barkly Avenue and Highett Street. Coppin Street is a Bicycle Priority Route. Within the study area, Coppin Street provides a through traffic lane, bicycle lane and kerbside parallel parking in both directions. To the south of Bridge Road, the traffic lanes are separated by centrally located trees and to the north of Bridge Road, median parking is provided. Photographs of Coppin Street, taken at Bridge Road, are presented in Figure 15 and Figure 16 below.

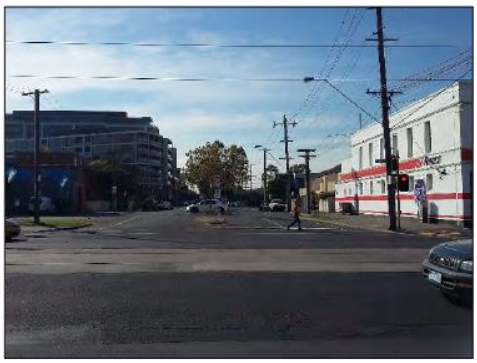


Figure 15: Coppin Street - View North

Figure 16: Coppin Street - View South

Punt Road (also known as Hoddle Street in sections) is a DoT declared arterial road which extends in a north-south direction at the western boundary of the study area. Punt Road is a preferred traffic route and key north-south link on the eastern side of the Melbourne CBD.

5.2.1. Arterial Road Traffic Volumes

The following table sets out the Average Annual Daily Traffic Volumes of the arterial roads within the study area. This information is sourced from the VicRoads Arterial Road Database (April, 2018).

Table 5: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database – April 2018)

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Road Name	Average Annual Daily Traffic Volume
Victoria Street	
Btw Church/Hoddle	18,000
Btw Burnley/Church	18,500
Btw High/Burnley	23,000
Bridge Road	
Btw Hoddle/Lennox	17,400
Btw Lennox/Church	18,400
Btw Church/Coppin	19,300
Btw Coppin/Burnley	19,700
Btw Burnley/Yarra	25,000
Church Street	
Bridge to Highett	12,800
Highett to Elizabeth	13,000
Elizabeth to Victoria	12,600
Burnley Street	
Bridge to Victoria	12,600

5.2.2. Traffic Conditions

Many key intersections along Victoria Street and Bridge Road are operating at or near capacity during peak hours. This includes at Punt Road / Hoddle Street, Burnley Street and Church Street. Various traffic analysis conducted by Traffix Group and other consultants have found that these intersections operate at or near capacity during the commuter peak hours, with congestion on one or more legs at various times.

The provision of Clearways at commuter peak hours provides additional capacity in the peak direction, however both Bridge Road and Victoria Street can experience congestion at other times during the day and on the weekend.

5.3. Public Transport

The subject site is located in an area that is well serviced by rail and tram services as follows:

- North Richmond Station and West Richmond Station are located at the western end of the study area and provide access to the South Morang and Hurstbridge Lines.

- Tram Route 12 operates between Victoria Gardens and St Kilda via Richmond, the city and South Melbourne and runs along Victoria Street.
- Tram Route 109 operates between Box Hill and Port Melbourne via Mont Albert, the city and Southbank and runs along Victoria Street.
- Tram Route 48 operates between North Balwyn and Victoria Docklands via Kew Richmond and the City and runs along Bridge Road.
- Tram Route 75 operates between Docklands and Vermont South via Burwood, Hawthorn, Richmond and the city and runs along Bridge Road.
- Tram Route 78 operates between North Richmond and Balaclava via Prahran and runs along Church Street through the study area.
- A total of 11 different bus services operate along Punt Road/Hoddle Street to the western end of the study area, adjacent to the Victoria Parade/Hoddle Street intersection.

These public transport services are shown on the Public Transport Map at Figure 17 below.

Source: Public Transport Victoria

Figure 17: Public Transport Map

5.4. Sustainable Travel Modes

The study area is well served by alternative transport modes. Figure 18 below shows the Travel Smart Map for the study area.

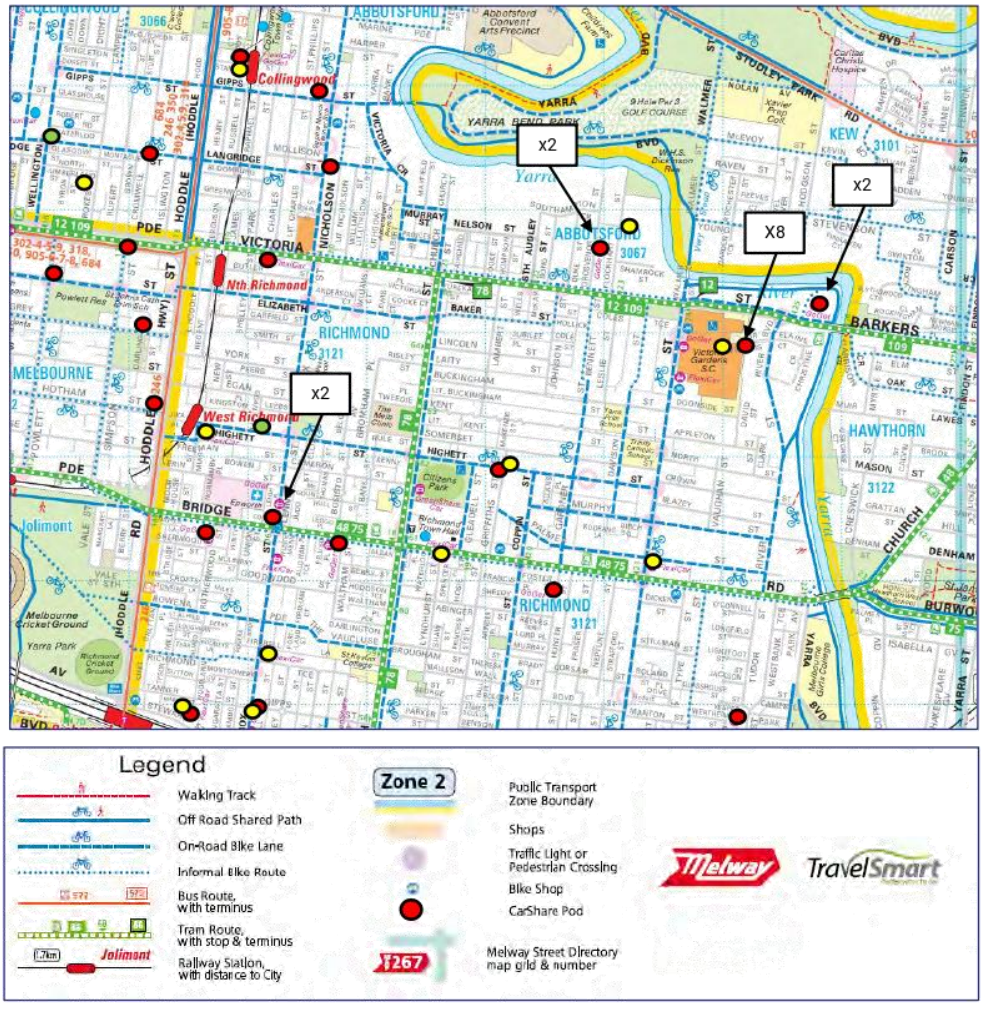


Figure 18: Travel Smart Map

Source: City of Yarra

5.4.1. Cycling

Victoria Street and Bridge Road are nominated as an informal bicycle routes. On-road bicycle lanes are provided on several of the north-south streets which intersect the study area including Church Street, Burnley Street and Coppin Street. Key off-road bicycle routes include the Capital City Trail along the Yarra River to the east and the Main Yarra Trail to the south.

The high level of bicycle infrastructure within and surrounding the study area provides cyclists with convenient access to the surrounding suburbs.

5.4.2. Walking

The study area is highly walkable with many everyday services and destinations within convenient walking distance. The Walkscore[1] map for Richmond is shown in the figure below, with most areas of Richmond scoring well over 90 (classified as a 'Walkers Paradise'). The Melbourne CBD, Swan Street and Smith Street Activity Centres are all within a walkable distance from the study area.

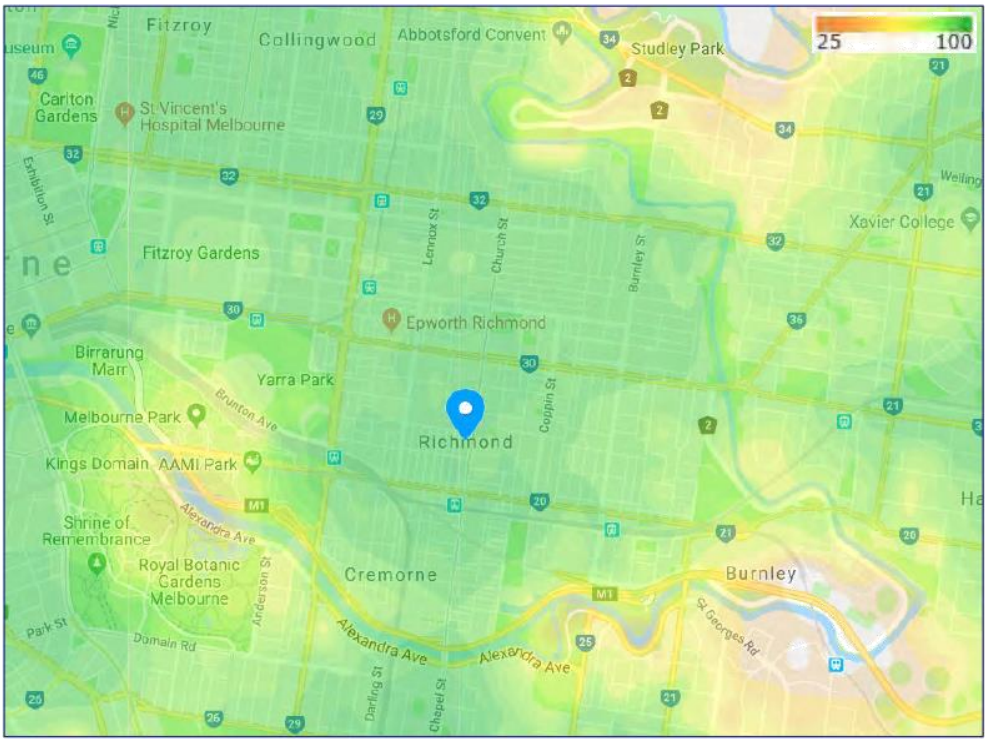


Figure 19: Walkscore Map – Richmond

[1] https://www.walkscore.com/score/richmond-victoria

5.4.3. Car Share

As shown on the TravelSmart map at Figure 18, there are a number of car share vehicles located within the study area and surrounding streets, particularly at the western end of the study area.

The provision of these car share vehicles provides drivers with a viable alternative to owning their own personal vehicle and actively encourages the use of alternative transport modes. Residents within Richmond do not need a car for everyday trips as they have convenient access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and nearby Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

5.5. Demographics

5.5.1. Car Ownership

The majority of new dwellings within the study area will be apartment style dwellings. Table 6 presents a review of car ownership statistics for 'flats units and apartments' within the suburbs of Richmond and Abbotsford and the City of Yarra highlights the following average car ownership statistics as recorded by the Australian Bureau of Statistics (ABS) in the 2016 census.

Clause 52.06-5 of the Yarra Planning Scheme sets planning requirements for the provision of parking in dwellings. The minimum parking rates for residents is 1 car space per one/two-bedroom dwelling and 2 car spaces per three or more between dwelling. These statistics indicate that the parking requirements for new dwellings under the Planning Scheme are generally higher than the car ownership statistics for one and three-apartments in this locality.

Table 6: ABS car ownership statistics (2016) – Apartments

Type of Dwelling	Number of Cars	Richmond Suburb	Abbotsford Suburb	Yarra LGA
Studio/Bedsit Flat/Unit/Apartment in one or more storey block	Average no. of cars per dwelling	0.4	0.2	0.3
	0 cars	67%	82%	73%
	1 car	28%	18%	25%
	2 or more cars	6%	0%	3%
1 bedroom Flat/Unit/Apartment in one or more storey block	Average no. of cars per dwelling	0.8	0.7	0.7
	0 cars	34%	36%	38%
	1 car	58%	56%	55%
	2 or more cars	8%	8%	7%
2 bedroom Flat/Unit/Apartment in one or more storey block	Average no. of cars per dwelling	1.0	1.0	0.9
	0 cars	24%	22%	26%
	1 car	55%	58%	56%
	2 or more cars	21%	19%	19%
3 bedroom Flat/Unit/Apartment in one or more storey block	Average no. of cars per dwelling	1.1	1.7	1.2
	0 cars	25%	4%	20%
	1 car	45%	43%	48%
	2 or more cars	30%	53%	25%

5.5.2. Journey to Work Data

Table 7 presents a review of Journey to Work data for the suburbs of Richmond, Abbotsford, the City of Yarra and the Greater Melbourne highlights the following statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 Census.

Table 7: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Live within the area (i.e. place of residence)				Work within the area (i.e. place of work)			
	Richmond	Abbotsford	City of Yarra	Greater Melb.	Richmond SA2	Abbotsford SA2*	City of Yarra	Greater Melb.
Car as driver	41%	38%	38%	71%	56%	64%	56%	70%
Public Transport	34%	37%	32%	18%	28%	22%	27%	19%
Walking	14%	11%	14%	3%	7%	5%	7%	3%
Cycling	6%	9%	10%	2%	4%	4%	5%	2%
Other (car passenger, motorcycle, etc.)	5%	5%	6%	6%	5%	5%	5%	6%

This data highlights a much stronger reliance on public transport, walking and cycling for those living (in particular) and working within the study area compared with the Melbourne metropolitan area.

6. Transport Impacts

The primary purpose of this study is to review the traffic engineering implications of the implementation of the DDO controls.

The key transport engineering impact of the proposed controls is the access controls for new developments within the study area. As a result, the use of laneways within the study area will increase, in some cases substantially. This study reviews the potential impacts of new development and makes recommendations to manage the increased use of these laneways.

The following sections provide:

- An overview of the likely traffic impacts of increased development along Victoria Street and Bridge Road, by reviewing a historic case study of Victoria Street, Richmond.
- A description of why laneways should be used for vehicle access.
- An outline of the methodology behind our categorisation of laneways within the study area.
- A description of laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the laneway network.
- Analysis of the potential capacity of each laneway to accommodate additional traffic and recommendations to improve individual laneways.

6.1. Traffic Impacts along Victoria Street and Bridge Road

In order to assess the likely traffic impacts of increased development along Victoria Street and Bridge Road, we have undertaken a case study and review of Victoria Street, Richmond. The review generally covers the period between 2006 and 2016.

We are satisfied that the findings of the case study data can also be applied to the Bridge Road study area also.

In April, 2010, Yarra City Council adopted the Victoria Street Structure Plan, a document that built on planning work that occurred between 2002 and 2010. Since that time, significant redevelopment has occurred, particularly within the eastern and western precincts identified by this structure plan.

The following reviews the changes to Victoria Street and the changes in transport along Victoria Street as a model for how the two centres may evolve over time.

6.1.1. Increase in Activity along Victoria Street

The number of people living within the Richmond Statistical Local Area has increased from 23,797 people in in 2001 to 26,121 in 2011[2], which is a 9.7% increase over that time period.

Yarra City Council has provided data on the increased development that has occurred directly adjacent to Victoria Street in the last 10 years. This data was sourced from the valuation and permit information data by Council and Housing Dwelling Development data provided by the State Government.

Table 8 sets out the change in dwelling numbers along Victoria Street.

Table 9 sets out the change in commercial floor space along Victoria Street.

Table 8: Change in Dwelling Numbers along Victoria Street – 2007-2016

Year	Total Dwellings	Yearly Change	Net Change Since 2007
2007	135		
2008	139	+4	+4
2009	200	+61	+65
2010	254	+54	+119
2011	347	+93	+212
2012	626	+279	+491
2013	1499	+873	+1364
2014	2119	+620	+1984
2015-2016	2490	+371	+2355

The change in dwelling density is highlighted in the following two maps.

[2] 2016 data is not available at the time of writing.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 20: Change in dwelling density – 2007-2016

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Table 9: Change in Commercial Floor Space along Victoria Street – 2007-2013

Year	Commercial Floor Space	Yearly Change	Net Change Since 2007
Pre-2007	46,737m^2		
2009	45,006m^2	-1,731m^2	-1,731m^2
2010	46,609m^2	1,603m^2	-128m^2
2013	42,814m^2	-3,795m^2	-3,923m^2

6.1.2. Review of Arterial Road Traffic Volumes

The following presents a review of arterial road traffic volumes over the last 10 years of available data for the three key parallel traffic routes through Richmond, Swan Street, Victoria Street and Bridge Road. This is set out in detail in Table 10.

Table 10: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database – April, 2018)

Road Name	Two-Way Annual Average Daily Traffic Volume[1] by Year					
	2007	2014	2015	2016	2017	Change 2007-2017
Swan Street						
Btw Church/Lennox	18,000	17,300	17,200	17,300	16,800	-1,200
Btw Coppin/Church	21,000	20,600	20,300	20,300	20,100	-900
Btw Burnley/Coppin	19,500	20,200	20,300	20,000	18,900	-600
Btw Madden/Burnley	15,300	15,600	15,600	15,300	14,800	-500
Victoria Street						
Btw Church/Hoddle	22,700	18,300	18,200	18,100	18,000	-4,700
Btw Burnley/Church	22,000	18,700	18,500	18,300	18,500	-3,500
Btw High/Burnley	24,000	23,000	23,000	23,000	23,000	-1,000
Bridge Road						
Btw Hoddle/Lennox	19,800	18,300	18,300	18,000	17,400	-2,400
Btw Lennox/Church	19,700	18,500	18,400	18,300	18,400	-1,300
Btw Church/Coppin	22,000	19,500	19,500	19,500	19,300	-2,700
Btw Coppin/Burnley	23,000	19,600	19,600	19,600	19,700	-3,300
Btw Burnley/Yarra	26,000	26,000	26,000	26,000	25,000	-1,000

Note: Annual Average Daily Traffic Volume is the sum of all traffic over the year divided by 365

The above illustrates that arterial road traffic volumes have generally fallen between 2006 and 2016. Traffic volumes on Victoria Street in particular have fallen substantially over the last 10

years. There has not been a significant change to the traffic carrying capacity of these streets within this time period[3].

Furthermore, this decrease in traffic volumes is also reflected at key intersections during the commuter peak hours. Table 11 provides a comparison between current and historical data for two key intersections along Victoria Street and illustrates a drop in traffic volumes at these locations during peak hours. The Burnley Street/Victoria Street and Flockhart Street/Victoria Street intersections are the closest signalised intersections to where the highest level of development has occurred.

Table 11: Review of Peak Hour Traffic on Victoria Street

Intersection & Year of Survey	Two-Way Peak Hour Traffic Volume on Victoria Street	
	AM Peak	PM Peak
Flockhart Street (west of)		
2006[1]	2,203	2,267
2015[2]	1,827	1,957
Change	-376 (-21%)	-310 (-16%)
Burnley Street (east of)		
2012[3]	1,933	1,831
2016[4]	1,709	1,649
Change	-224 (-13%)	-182 (-11%)

Notes:
Data collected by Grogan Richards dated 11th July, 2006.
Data sourced from VicRoads by Cardno, dated 11-15th May, 2015.
Data sourced from VicRoads by Traffix Group, dated 7th June, 2012.
Data collected by Ratio Consultants dated 14th April, 2016.

[3] Accessible tram stops were installed in Bridge Road in 2013 and Victoria Street in 2016, however these continue to accommodate two traffic lanes during clearway times.

6.1.3. Review of Travel to Work Behaviour

The follow tables review the journey to work data sourced from the Australian Bureau of Statistics for the period from 2001 to 2016. Table 12 presents data for journey to work based on place of residence within the City of Yarra.

Table 13 presents data for journey to work for people working within the Richmond Statistical Local Area (workers do not necessarily need to reside within Richmond).

The data indicates a clear trend over time for a decrease in the mode share of private cars. For people living within the City of Yarra, this decrease is realised by an increase in bicycle and walking trips. This is a strong indication of local living and working locally.

For people working within Richmond, the decrease in mode share of cars is higher. The change has resulted in a significant increase in public transport use (an almost 90% increase) and to a lesser extent walking and cycling. This is reflective of residents outside of Richmond travelling further and accordingly cycling and walking in particular are not a suitable mode for these longer trips.

Table 12: Journey to Work Data - Place of Residence within City of Yarra

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	48%	43%	40%	38%	-10%
Car as Passenger	4%	3%	3%	2%	-2%
P/Trans	30%	28%	30%	32%	+2%
Motorcycle	1%	1%	1%	1%	-
Bicycle	5%	8%	10%	10%	+5%
Walked	11%	15%	13%	14%	+3%
Other	1%	2%	3%	3%	+1%
Total	100%	100%	100%	100%	

Table 13: Journey to Work Data - Place of Work within Richmond SLA

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	73%	67%	61%	56%	-12%
Car as Passenger	5%	4%	4%	3%	-1%
P/Trans	15%	19%	24%	28%	+13%
Motorcycle	0%	1%	1%	1%	+1%
Bicycle	1%	2%	3%	4%	+3%
Walked	5%	6%	6%	7%	+1%
Other	1%	1%	1%	1%	-
Total	100%	100%	100%	100%	

6.1.4. Changes in Public Transport Services

The key public transport service for Victoria Street is tram services that run the length of the Activity Centre. Victoria Street is currently serviced by the following tram routes:

- Route 109 – service between Box Hill and Port Melbourne via the CBD.
- Route 12 – service between Victoria Gardens and St Kilda. This route commenced operation in July, 2014[4].

The changes in July, 2014 doubled the number of services between Victoria Street, Richmond and the CBD. While Tram Route 24 was removed at the same time, this service only operated during the AM and PM peak periods (approximately 7-9am and 4:30-6:30pm).

On Church Street, the peak hour only service Route 79 was terminated with Route 78 being extended to operate more than 18 hours per day.

Bus Route 684 used to operate along Victoria Street, however this service did not stop along Victoria Street (service between the CBD and Eildon via Healesville).

The key public transport service on Victoria Street is the tram services along Victoria Street and these have significantly improved in frequency over the last 10 years.

[4] http://web.archive.org/web/20140726093749/http://www.yarratrams.com.au/media-centre/news/articles/2014/capacity-boost-for-tram-passengers/

6.1.5. Increase in Bicycle Use

As set out above, the mode share of bicycles for journey to work purposes has increased from 5% to 10% by residents of Richmond and increased from 1% to 4% for employees within Richmond.

For Victoria Street, the Super Tuesday bicycle counts undertaken by Bicycle Network illustrate an increase in cycling numbers. The Super Tuesday counts are undertaken on an annual basis over the surveyed two hour, 7-9am commuter peak hour.

For the intersection of Victoria Street/Burnley Street/Walmer Street (which connects to the Capital City Trail along the Yarra River), the number of cyclists increased from 298 to 483 cyclists over the two hour period between 2011 and 2015 (62% increase).

6.1.6. Rise of Car Share

Car sharing schemes provide an alternative to car ownership for residents and actively encourage the use of alternative transport modes. Residents within Richmond do not need a car for everyday trips as they have easy access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

Phillip Boyle & Associates (dated 18th June, 2015) completed a review of car share policy in the City of Melbourne. This review found that car share significantly reduced car ownership and car use by members. The review identified that each new car share vehicle results in residents disposing of 10 privately owned vehicles (a net reduction of nine vehicles).

The study found that car ownership is reduced by:

- People replacing a private car with a car share membership as it is more cost-effective if you travel low kilometres (less than 15,000km per annum) and use alternative modes for many trips, and
- People who do not own a car, postpone or avoid purchasing a car by using a car share service.

In 2006, car share was in its infancy. The two leading car share company's today in Melbourne are Fleixcar (founded in 2004) and GoGet (arrived in Melbourne in 2004).

There are now multiple car share pods operated by three companies within close proximity of Victoria Street. The availability of these car share pods supports residents who do not own a car and businesses by providing a share car for work-based business trips (which allows employees not to drive to work).

6.1.7. Summary of Case Study

Based on the above, the following conclusions can be drawn from the development of Victoria Street over the 10 years leading up to2016:

- Victoria Street has experienced significant development over the last 10 years, with over 3,000 new dwellings being constructed on properties that directly abut Victoria Street.
- The daily volume of traffic on Victoria Street has decreased, in some sections by up to 25%.
- Sustainable transport modes for journey to work purposes have significantly increased within the City of Yarra and Richmond for both residents and employees in Richmond.
- Public transport services (trams) on Victoria Street have doubled.
- Bicycle usage has increased significantly as a transport mode within Richmond and Victoria Street.
- Alternative transport modes such as car share vehicles have become available over time.

From the review of case study data, a modal shift is certainly occurring, and it is modal shift that is accommodating the increased transportation activity within Richmond. While the population and development intensity along Victoria Street has increased, the daily traffic volumes along Victoria Street and parallel traffic routes have reduced over time and been taken up by alternative transport modes.

It is not evident from the arterial road volume data that non-local traffic is dispersing to other routes. The traffic volumes on Victoria Street, Bridge Road and Swan Street have all fallen over the last 10 years. While locally generated traffic within Richmond would be displacing non-local or through traffic, however the main shift appears to be towards sustainable transport modes.

A key driver of this change is due to:

- Changes in land use over time along Victoria Street with a shift away from manufacturing towards service and professional industries,
- An increasing mix of land uses including a significant increase in dwellings and new mix of commercial uses in place of industrial uses, and
- a change in demographic with the gentrification of Richmond. Residents of Richmond are increasingly younger persons employed in professional industries who live and work locally (including the CBD and nearby Activity Centres). Travel by private car is not necessarily the most convenient mode of travel for many trips to either work or everyday destinations (shopping, etc.). The increased number of dwellings on Victoria Street are well served for everyday needs by a short walk to Victoria Gardens.
- We are satisfied that the transport impacts of the densification of Victoria Street and Bridge Road are manageable for the following key reasons:
  - The Activity Centres are highly accessible by existing public transport services, which supports both residents and workers within the centre. This reduces reliance on private car travel.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

- The Activity Centres benefit from close proximity to a number of other Activity Centres and the Melbourne CBD, all of which are readily accessible by alternative transport modes to a private car.
- The mix of land uses and local services within the Activity Centre support local living by residents.

7. Access and Movement Plans

The following section sets out our recommended Access and Movement Plans for all properties within the study area.

The detailed Access Management Plans are attached at Appendix E. The Access Management Plan indicate how access can be controlled to sites within the study area to best manage traffic impacts.

The detailed Proposed Traffic Management Plans required to support the Access Management Plans are attached at Appendix F.

The Proposed Traffic Management Plans show the recommended traffic management controls (e.g. one-way, road widening etc. All of these are described in detail in the following sections).

7.1. Access Management Principles

VicRoads generally adopts the AustRoads Guide to Traffic Management with regard to its access management principles for managing the arterial road network. In particular, the AustRoads Guide to Traffic Management Part 5: Road Management sets out the following relevant guiding principles:

- *Transport and other functions served by roads, the needs of abutting land use, along with wider government strategic objectives, all influence how roads are managed. The functional classification of a road relates to its role within the road network. There are two main functions of road networks and roads:*
  - *'mobility' that is concerned with the movement of through traffic and focussed on the efficient movement of people and freight, and*
  - *'access' that relates to the ease with which traffic from land abutting roads can enter or leave the road.*
- *Recent developments in policy and strategic planning initiatives are aimed at giving greater recognition to walking activity in road and transport planning. This has arisen from policy settings in the transport and health sectors recognising the need to move towards more sustainable forms of transport (by foot, bicycle or public transport) and towards healthier activity (walking, cycling) by the community generally (AustRoads 2013a).*
- *This has led to recognition of the need for planning and providing a road network which caters for the potential increase in active travel such as walking and cycling. This is a fundamental factor for consideration in striving for balance between the mobility and access functions of roads in the network.*

Importantly, in the context of Victoria Street and Bridge Road, as inner-city areas (the western ends of which is less than 1.5km walking distance from the CBD), the move to sustainable forms of transport (foot, bicycle or public transport) has more than just health benefits. It is an integral component to the success of the permanent built form controls, having regard to the significant capacity constraints of the existing road network to accommodate additional private vehicle movements.

Accordingly, it is imperative that the planning for an increase in the density of development within the Victoria Street and Bridge Road Activity Centres is accompanied by an access management strategy that recognises the importance of these sustainable transport modes, and also plans for the inevitable increase in pedestrians and cyclists as well as improvements to the public transport network along these important corridors.

The AustRoads Guide to Traffic Management Part 5: Road Management states the following in relation to the role of different road types:

- *The primary function or balance of different functions may be reflected in the classification of a road. In its purest form, road classification may consist of two basic road types which have fundamentally different traffic and environmental goals:*
  - *arterial roads, the main function of which is to provide for the safe and efficient movement of people and freight, and*
  - *local roads, which provide direct access to abutting land uses and which contribute to the overall functioning of areas bounded by arterial roads or other barriers. The basic function of a local road is to provide a good environment in which to live or conduct a business and to enable vehicular access to abutting land.*
- *The need for access planning and management arises because vehicle movements generated by abutting properties can potentially create interruptions in the traffic flow along a road. On many roads, these interruptions are of little or no concern. However, on arterial roads carrying high traffic volumes or fast moving traffic, where traffic efficiency is of greater importance, these interruptions can create a greater risk of crashes, inefficiencies and other costs to the community. An effective access management strategy for a road or site contributes to the best outcome for the community by protecting the level of traffic service on important through traffic routes while providing road users with safe and appropriate access to adjacent land.*

Victoria Street and Bridge Road are Arterial Roads (Road Zone Category 1) and accordingly, they have an important role in the broader arterial road network context to provide for through traffic. Victoria Street and Bridge Road are both priority tram routes and part of the Principal Public Transport Network (PPTN).

These roles of Victoria Street and Bridge Road (arterial through traffic, priority public transport route and activated pedestrian links) create an environment which is not conducive to providing direct vehicular access to properties which could create interruptions in the flow of both vehicular and pedestrian traffic along Victoria Street and Bridge Road.

Accordingly, taking into account Victoria Street and Bridge Road's primary purpose, and noting that within the study areas the majority of properties have alternative access potential (via rear laneways and/or local roads), there should be strong policy support within any Planning Scheme amendment (such as a DDO) to guide future access to development to be via the lower order road network.

Safety

Part 13 of the AustRoads Guide to Traffic Management addresses Road Environment Safety, as follows:

- *Managing safety in the road environment means managing the risk that injury will occur, whether it arises from the behaviour of road users, the performance of vehicles or the characteristics of the road environment. Making roads safer means reducing the risk. This applies to all road users – vehicle drivers, riders, passengers, cyclists, and pedestrians.*
- *Safe operation of the road and traffic system is a fundamental goal for road designers and traffic engineers who have a prime responsibility for addressing the safety factors related directly to the road environment itself.*

Fundamental principles for managing safety in road design, traffic management and remedial treatment practice include:

- *speed management,*
- *conflict management,*
- *hazard management, and*
- *road user information management.*

In the context of managing vehicular access to Victoria Street and Bridge Road, conflict management is the primary safety principle which can be influenced.

Notably, it is important to provide a continuous safe environment for pedestrians at-grade along the Victoria Street and Bridge Road public realm, and this can be achieved by minimising (if not removing all together) intermediate private property access points.

Policy Support

Council's Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

Council's transport modal hierarchy for decision making places pedestrians, cyclists and trams in the top 3, and places vehicular traffic at the bottom.

This hierarchy recognises the importance of sustainable modes into the future and supports the recommended access management strategy to utilise rear laneways and side streets wherever possible. Direct access to arterial roads being a last resort (with consideration for

"no parking provision" potentially being preferable for some sites), noting the importance of Bridge Road and Victoria Street for pedestrians and trams in particular.

7.2. Benefits of Limiting Vehicle Access to Victoria Street and Bridge Road

The principle of limiting direct vehicle access to both Victoria Street and Bridge Road provides the following key benefits:

- It promotes a safe and friendly pedestrian walking environment, by reducing breaks in the footpath, reducing pedestrian-vehicle conflict points and increasing the amount of active street frontage along Victoria Street and Bridge Road. It also eliminates instances of vehicles blocking the footpath.
- It eliminates the potential conflict between the introduction of future accessible tram stop upgrades and property access points. The design of accessible tram stops is generally incompatible with property access points.
- It limits vehicle access to Victoria Street and Bridge Road to public road intersections, where Council and VicRoads have a greater degree of control in the implementation of traffic management measures. This improves the efficiency and safety of the road network for all users.
- The reduced number of intersections allows the concentration of effort of traffic management measures and safety improvements at a limited number of locations.
- It reduces the number of locations where right turn movements occur, thereby potentially reducing delays to trams and improving road safety.

However, the benefits of limiting vehicle access to Victoria Street and Bridge Road need to be tempered against other competing demands, including:

- For some land uses (such as supermarkets), convenient and direct access to the arterial road network is important for the viability of the use and to minimise impact on local roads.
- Access to Victoria Street and Bridge Road for trucks undertaking on-site loading may be a desirable outcome (although any loading facilities should be internal to the building). This includes business deliveries, waste collection and providing a loading bay for residents to move into/out of buildings. These may not be possible from within laneways for some sites and depending on the land use proposed. Such movements would be infrequent and may be necessary if alternative access is not available.
- Some sites do not have alternative access options and have existing access points to Victoria Street and Bridge Road. It is not possible to deny access to sites that already have direct access to Victoria Street and Bridge Road and do not have reasonable alternatives. However, upon redevelopment these accesses can include new controls to limit their impact, in particular left-in/left-out restrictions. A left-in/left-out restrictions results in the smallest impact on the arterial road network from an efficiency and safety perspective.

7.3. Access Management Plans

The detailed Access Management Plans attached at Appendix E.

The plans classify road frontages into three categories:

- **Access not supported** – this category is where vehicle access is not desirable or supported. This classification generally relates to Victoria Street and Bridge Road frontages or frontages of other key local roads close to significant intersections (Church Street and Burnley Street)
- **Access not preferred** – this category relates to locations where access is not preferred in favour of alternatives, however these sites may not have reasonable alternative access locations (i.e. vehicle access to these sections may be the only option available to the site). Vehicle access solutions that do not involve access to these locations are encouraged. This may include consolidation of sites that allow vehicle access to a preferred location or the non-provision of car parking for smaller development sites.
- **Access preferred** – vehicle access to these frontages is supported and encouraged.

Any locations where access is ultimately taken a main road, left in/left out arrangements will be the preferred outcome.

There are a number of properties with only one frontage to an arterial road and the plan classifies this frontage as 'access not preferred'. These properties are typically narrow/small and the provision of direct vehicle access to the arterial road would negatively impact the road network. These lots could only support a limited amount of on-site car parking in most cases. This report recommends that for these properties, developments without car parking should be the preferred outcome by Council, given the negative impacts of providing car parking on these sites.

To implement these plans will require some changes to the existing traffic management treatments and the configuration of public roads and laneways. This includes:

- Effectively widening laneways to accommodate additional vehicle movements. This would involve developments abutting certain laneways being required to setback at ground level (although the building could extend over the laneway at upper levels).
- Provision of passing areas at the entrance to ROWs.
- Changing laneways to operate in a one-way direction.
- Provision of splays at laneway corners and intersections to increase their functionality.
- Recommending Council review the use of a shared zone.

Proposed Traffic Management Plans attached at Appendix F show the recommended traffic management changes and instances where laneways should be widened, to accommodate a rear outcome for redevelopment sites fronting Victoria Street and Bridge Road.

The following section provides an outline of our methodology behind the recommendations of the Traffic Management Plans and detailed recommendations for individual laneways is attached at the ROW Recommendations within Appendix G.

8. Right-of-Way Management

The following sections provide:

- An outline of the methodology behind our categorisation of ROWs/laneways within the study area
- A description of ROWs/laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the ROW/laneway network.

8.1. Categorisation of Laneways

As part of the review process of the current capacity of existing laneways to accommodate additional future development traffic volumes, we have reviewed and categorised laneways within the study areas into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration.

Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail below.

The laneway assessment classified all laneways within the study area by their potential to accommodate additional traffic. Laneways have initially been classified at three levels:

- **Unconstrained** – these laneways have very few, if any, development constraints. As a result, they are well suited to accommodating additional traffic. Changing the laneway to operate one-way (where possible) has not been considered as a constraint.
- **Partially Constrained** – these laneways have some potential constraints that limit their capacity to accommodate traffic, however they are generally easily addressed. Common issues include insufficient width, long length and lack of splays at critical locations.
- **Highly Constrained** – this laneway has fundamental issues that cannot easily resolved. This usually relates to very narrow laneways or heritage constraints that limit the opportunities to alter the laneways.

When assessing the capacity of laneways, a number of factors need to be considered. For most laneways, it is a combination of factors that contribute to its classification.

The key factors that influence the classification of a laneway are outlined below:

- **Laneway width.** This is the single most important factor to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width slightly less than 3.0m (down to 2.8m) is also functional, although constrained. Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).
  Laneways become capable of supporting simultaneous two-way traffic at a width of 5.5m

if not built up (i.e. 5.5m between kerbs/carriageway) or 6.1m wide between building walls. This width removes most capacity constraints of laneways and effectively makes them unconstrained.

- **One-way or two-way operation.** For single width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflict within the laneway and can support a high level of access/development from the laneway. One-way laneways are unconstrained in this assessment.
- **Continuous.** A continuous laneway can generally be made to operate in a one-way direction. Generally, a continuous, straight laneway was classified as unconstrained because it can be made one-way to address capacity constraints.
  A dead end laneway has less capacity to handle additional traffic and the laneway cannot be made one-way to manage traffic flow. However, this factor is only relevant for single width laneways, a laneway wide enough for two-way traffic is not constrained just because it has a dead end.
- **Laneway Length.** This factor ties into laneway width and whether it is a continuous laneway or not. A long, single width (3m up to 6.0m wide) laneway will experience a high level of vehicle conflict due to higher traffic volumes, higher development potential (more properties accessing it) and more chances of vehicles meeting the laneway.
  There are no set rules regarding the 'tipping point' for when two-way traffic in a single width laneway reaches capacity. It is a combination of factors including traffic volume, configuration and length that contribute to a laneway's capacity. Laneway length is therefore a contributing factor that impacts on laneways in combination with other factors.
- **Physical layout.** A straight laneway has the highest vehicle carrying capacity. Bends in laneways may create operational issues, particularly if:
  - There are no splays around the inside corner of the bend to facilitate vehicle access. For instance, a 90° bend between two 3m wide laneways is inaccessible to vehicles without a splay.
  - Due to a lack of sight distance, vehicles cannot see each other approaching the blind corner. For single lane laneways, this can be a serious issue if drivers meet near the bend, the laneways are long and there are no passing opportunities.
- **Number of Abutting Properties and Frontage.** The number of properties and their frontages are relevant to the potential future traffic conditions of a laneway. There are a number of ways this factor can influence laneways:
  - Short laneways may only serve a limited number properties and accordingly with a low development potential, a short laneway may effectively be 'unconstrained'.
  - A large number of narrow lots might make widening a laneway problematic.
  - If the number of abutting properties to the laneway is small, a short, narrow laneway is unlikely to be constrained.
- **Heritage constraints.** We are not heritage experts and we have relied on information provided by Council in this regard. Properties that have heritage value may create issues

in that they may not easily be modified and this was taken into account during our initial review. Heritage properties abutting a laneway may limit options to widen the laneway.

The following factors were not considered when assessing the development potential of laneways:

- The condition of the laneway (does it need maintenance? Is it in disrepair?).
- The material the laneway is constructed with or type of surface treatment (gravel, asphalt, bluestone, etc.).

As existing Council assets, the condition of the laneway is not especially relevant. It is Council's on-going responsibly to maintain laneways as appropriate.

Some larger developments will warrant upgrading the surface of laneways (for instance, from gravel to asphalt). However, the condition of the laneway is less relevant than its physical configuration. Council also has a number of methods of upgrading the surfaces of laneways, including as permit conditions for significant developments or special charge schemes of abutting properties. These issues are easier to resolve than physical issues with a laneway's configuration.

Summary

From the above, it is apparent that the capacities of laneways are impacted by a large number of factors. In addition, it is challenging to concisely quantify how all the various factors influence each other. There are very few 'hard and fast' rules that define when a laneway is constrained or not and accordingly, this assessment is somewhat subjective and our assessment is based on our engineering judgement and experience.

8.2. Upgrading the Capacity of Laneways

Capacity of a standard 3m wide laneway

Under Clause 56.06 of the Planning Scheme, Table C1 provides an outline of the design of roads, one of which includes an 'Access Lane', which is defined as *a side or rear lane principally providing access to parking on lots with another street frontage*. Table C1 continues on to state that an Access Lane has a traffic volume of up to 300 vehicles per day (vpd) and this is typically adopted as the environmental capacity laneway. This also represents an indicative peak volume of 30 vehicles per peak hour (two-way).

The options in terms of increasing the traffic capacity of existing laneways follows:

- **Conversion to one-way operation.** For single-width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflicts within the laneway and can support a high level of access/development from the laneway. The key advantages of this option are that it is usually easy to implement and does not require/rely on additional land. For this reason, one-way operation is our preferred solution to upgrading laneways. One-way laneways are effectively unconstrained and their environmental capacity is typically taken as being in the order of 1,000 vehicles per day.

  Future development access can be planned around the laneway being one-way in the future. The change to one-way can be decided on a case-by-case basis if traffic

congestion in the laneway became an issue. For all areas where a one-way arrangement is proposed, a detailed traffic study can be undertaken confirming that the proposal to convert the laneway/road to one-way (including the direction of travel shown on the Access Map) is appropriate and does not have a detrimental impact to the surrounding road network.
If one-way operation cannot be achieved, then other options can be utilised to increase the capacity, such as the increase of width of the laneway or provision of passing areas within sections of the lane.

- **Laneway width.** One of the most important factors to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width slightly less than 3.0m (down to 2.8m) is also functional, although constrained.
Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).

  Laneways become capable of supporting simultaneous two-way traffic at a width of 6.1m, which removes most capacity constraints of laneways and makes them unconstrained. However, widening laneways can be problematic, particularly in situations where a large number of properties front a ROW or the subdivision pattern is finely grained.
Where we have recommended laneway widening, the minimum road reserve width should be 6.0m. This can be achieved by setting back buildings, which are the overhang the ROW on the levels above. It is recommended that a height clearance of 3.5m is provided in these circumstances (which is usually achievable with ground floor commercial uses).

  For many properties with laneway access, car parking can only be arranged length-wise to the site. A 5m wide site only accommodates one car space in width, a second car may be parked in tandem. A 7m wide site might accommodate 2 car spaces side by side. In either case, options of providing additional car parking via car stackers is also limited. There is unlikely to be any significant gain in a 5m wide site. A 7m wide site may increase the car parking from 2 (4 in tandem) to 4 or 5 (up to 8 in tandem).

  It needs to be also recognised that for developments with access to 3m wide laneways, an increased setback is required to physically accommodate vehicle access as 3m is too narrow an access aisle for most car parking arrangements. As a general rule, new developments would typically need to setback the car parking approximately 3m from the edge of the laneway to facilitate vehicle access. This setback combined with the laneway effectively provides a 6m wide access aisle.
Sketches of arrangements are shown in the figures below.

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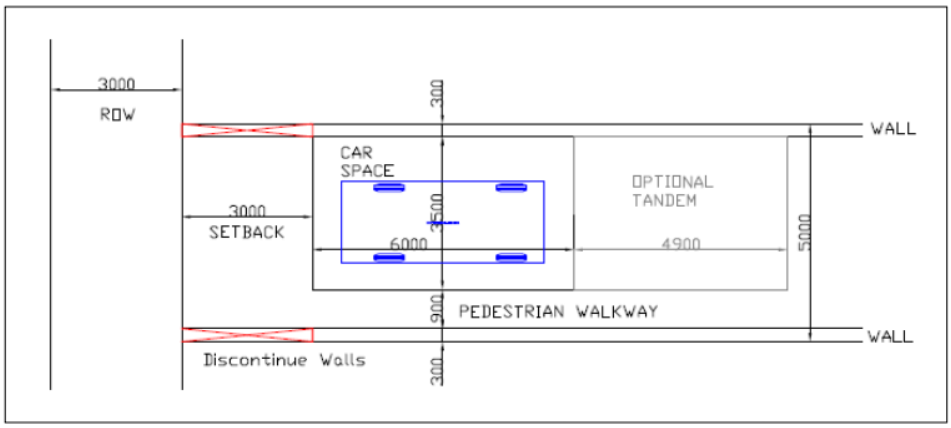

Figure 21: Example layout of a 5m wide site

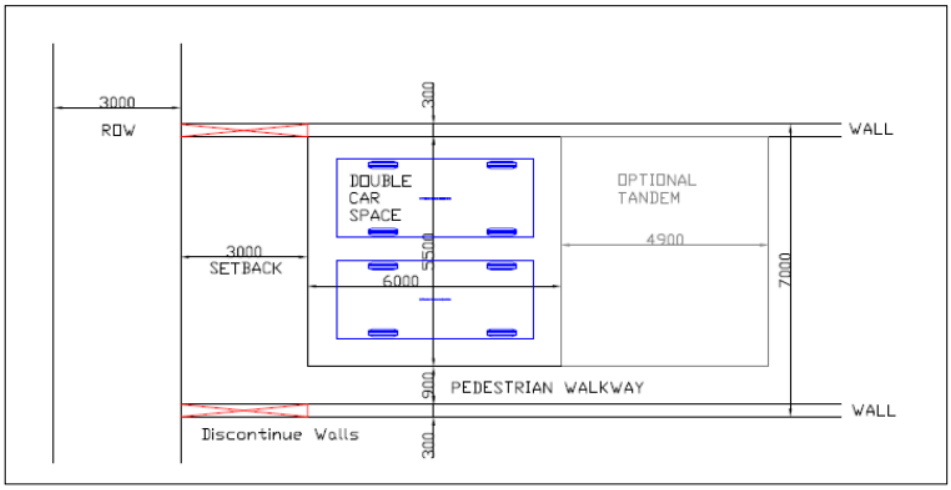

Figure 22: Example layout of 7m wide site

There is an opportunity to effectively widen the functional area of the laneways to 6m in width over time if a consistent 3m setback is applied to new developments (which is likely to be necessary for vehicle access to many individual sites in any event). It means that new developments should avoid constructing side walls out to the laneway within the 3m setback. The building could cantilever over the ground floor setback at upper floors (subject to other planning and structural requirements).

The above two diagrams are an example of commonly seen development types in our experience. Other arrangements are possible, such as a very wide single car garage with minimal setback. However, these examples provide a good illustration as to the type of car parking arrangements likely on the narrow sites common within the Victoria Street and Bridge Road Activity Centres.

- **Splays.** ROWs often incorporate bends and for narrow ROWs, splays are essential to facilitate vehicle access. This study recommends a universal splay of 3m x 3m is provided on the inside of all ROW bends and intersections between two ROWs. This splay facilitates access by vehicles up to the B99 design car from AS2890.1-2004 (i.e. not trucks), which is appropriate in our view.

  The shape of the splay can be vary depending on the width(s) of the intersecting ROWs. These arrangements are shown in the figures below.

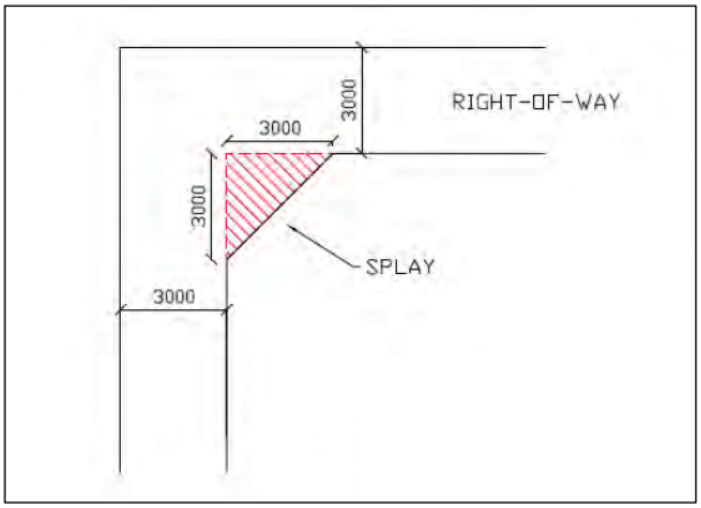

Figure 23: Standard 3m-wide ROW 90-degree Splay

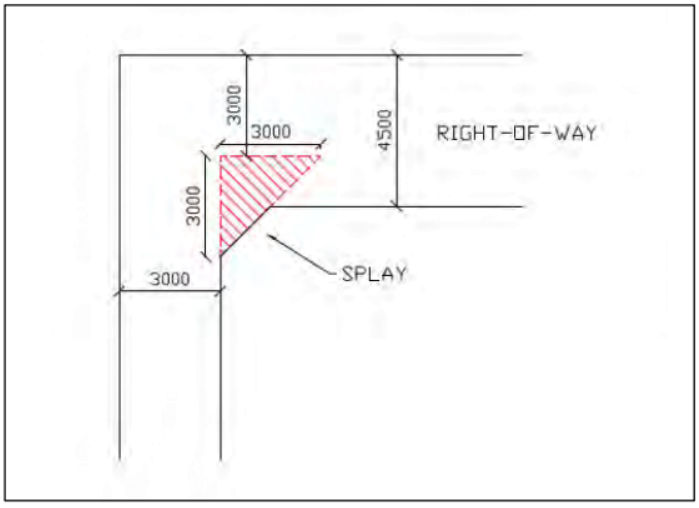

Figure 24: Non-Standard Varied-Width ROW Splay

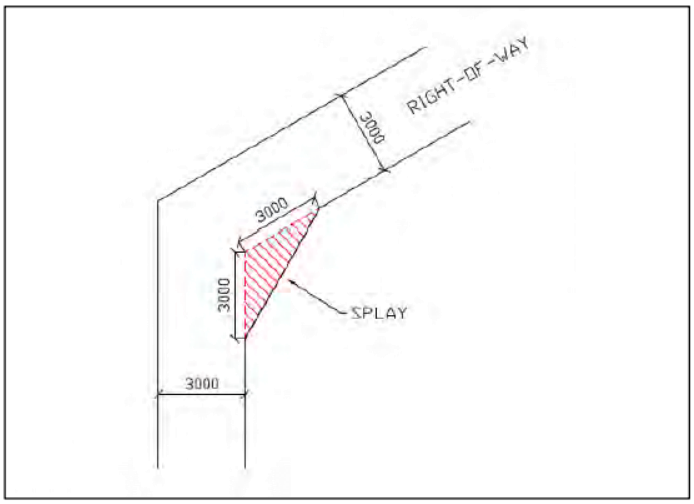

Figure 25: Standard 3m-wide ROW Non-Right-Angle Splay

Some laneways already have splays of various sizes. This study recommends that the splays available are standardised over time to be 3m x 3m.

- **Passing bay at entrance to laneway.** In some situations, it may not be possible to widen laneways or enforce a one-way operation due to varying constraints, including dead end laneways. A potential solution is to provide for a passing bay either at the entrance to the laneway (ideally) or elsewhere along the laneway.
  This passing area allows any conflicting vehicle movements to pass away from the road network and pedestrian footpaths. As a guide, Clause 52.06-9 (which applies to private accessways) requires passing areas to be 6.1m wide for a distance of at least 7m from the major road boundary.

  The width required to achieve this passing area would be required to be taken from one (or more) of the properties located on either side of the entry to the laneway. Alternatively, informal passing areas may be provided within the laneways as a result of buildings setting back their ground floor to facilitate vehicle access to and from their sites (i.e. car spaces or garages that are directly accessed from the laneway). This setback may allow for informal passing opportunities within laneways, thereby increasing the capacity of the laneway.

  A passing area allows drivers to manage vehicle conflicts within laneways more easily and raises the capacity of the laneway above 30 vehicles per hour. If all properties along a laneway are required to setback to achieve a 6m width (to increase the laneway capacity), each setback incrementally increases the capacity of the laneway and over time achieves a full two-way laneway.

8.3. Upgrading a Laneway to Accommodate Non-Vehicle Users

The sharing of the road space in laneways between pedestrians and vehicles is common practice and acceptable. Accordingly, there is no specific need or requirement to widen laneways to provide separate pedestrian spaces. Generally, issues only arise if laneways carry a high volume of vehicles.

For the most part, it is our view that laneways within the study areas should be used primarily for vehicle access, rather than pedestrian movement. It is our view is that in most cases, pedestrians within the activity centres should ideally be walking along the footpaths of main roads or other local roads where pedestrian amenity is higher, footpaths are wider and of higher quality and there is more activity along the street.

There are properties within the study area that may provide some uses accessed directly from laneways. For instance, dwellings that only front a laneway and rely on the laneway as their sole pedestrian access point. In these instances, new development should provide a pedestrian refuge area, which could be a separate footpath along the site's frontage or similar separation between the laneway and the building façade. A full pedestrian connection or separate footpath to the nearest road is not required, but a separate area for pedestrians to safely enter/exit a building directly fronting a laneway is necessary.

Cyclists generally don't use laneways, unless it is the final stage of their journey to a property. Most laneway surfaces can accommodate cyclists, although some bluestone laneways can be uncomfortable to use and cyclists may prefer to walk their bicycles the final stage of the journey. In our view, there is no need to upgrade laneway surfaces specifically for cyclists.

Shared Zones

There are a number of laneways within the study area that have intermediate widths (3-6m wide) that provide carriageways in the order of 3m wide and narrow footpaths (<1m) on one or both sides of the road. Often these footpaths are obstructed by poles. An example would be Tullo Place. These laneways would function better if reconfigured as Shared Zones. An example of which is Little Buckingham Street (between Church Street and Lambert Street) in Richmond. The essential feature of the Shared Zones is the removal of separate footpaths and provision of flush, shared surface. This provides an enhanced pedestrian environment and also assists vehicle access to abutting properties.

A shared zone is a road or network of roads where pedestrians, cyclists and vehicles shared the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape.

The VicRoads' Supplement to Austroads Guide to Traffic Management Part 8: Local Traffic Area Traffic Management (2008) (dated October, 2015), provides guidance as to appropriate locations for a shared zone, including design guidelines.

A summary of these guidelines is provided below:

Appropriate Locations

- Low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway, and
- Where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained, and

- Where there is no cross traffic.

Inappropriate Locations

- Not suitable where traffic volumes exceed 200 vehicles in a peak hour, or over 1000 vehicles between 7am and 7pm.
- If there is a history of vehicle speed problems.
- Unprotected locations where approach speeds exceed 40-50km/h.

Design Guidelines

- The road should be discontinuous, and any kerb removed to enhance the sense of equality between pedestrians and vehicles.
- Speed reduction devices installed at a spacing of approximately 40m and staggered if possible.
- Straight lengths of no more than 50m without speed reduction devices.
- Maximum design speed of 20km/h – typically either 10km/h or 20km/h.
- Entry and exit points to be clearly signed.
- No provision for traffic to flow across the path.
- Surface texture treatment in order to differentiate between the shared zone and surrounding road network.

An example of a shared zone in a laneway environment is Little Buckingham Street in Richmond. An aerial view of how this treatment has been implemented for part of the laneway (the portion which has been recently developed) and a street level view are shown at Figure 26 and Figure 27, respectively.

Figure 26: Shared Zone Example - Little Buckingham Street, Richmond

Figure 27: Shared Zone Example – Little Buckingham Street, Richmond

Other Considerations

Some consideration should be provided to allowing for 'pedestrian sight triangles' at the exit location of laneways at their intersections with roads. Under Clause 52.06 of the Planning Scheme and AS2890.1-2004, pedestrian sight triangles measuring 2.5m into the property and 2m along the property boundaries are required on both sides of a single-width accessway (i.e. 3m or similar), whilst in cases of widened accessways, a pedestrian sight triangle is only required on the departure side of the laneway. This is shown at Figure 28 below.

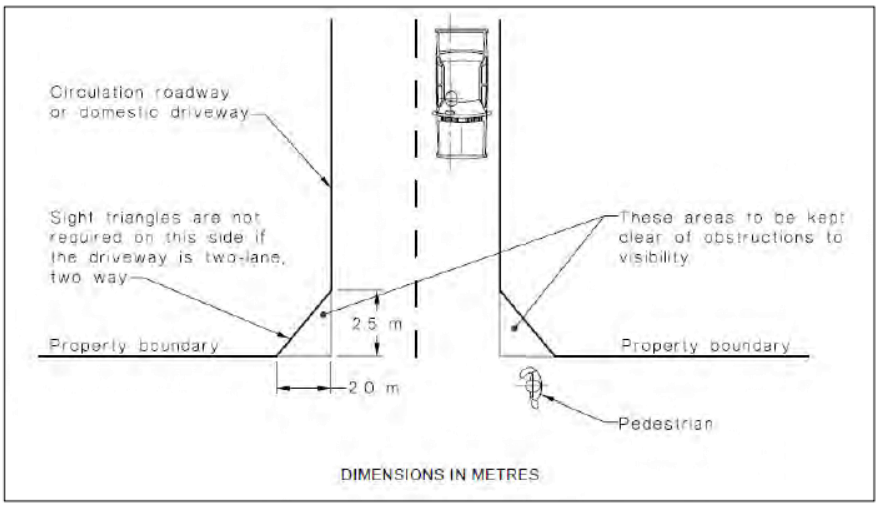

Figure 28: Minimum sight lines for pedestrian safety (Figure 3.3 - AS2890.1-2004)

Both standards refer to private driveways (not public roads), however the principle is valid. It should be acknowledged that in practice, most laneways in the City of Yarra would not provide pedestrian sight triangles and that providing sight triangles may be problematic for heritage sites.

For these reasons, we have not specifically recommended splays at every ROW entrance. Splays can be required of individual sites as part of future planning permit conditions.

8.4. Recommendations

Our recommendations regarding various laneway upgrades are attached at Appendix G.

The Appendix provides the detailed reason behind the recommendations for the various laneways within the study area.

9. Design and Development Overlay – Draft Schedules

We have been provided with a draft of the vehicle access requirements proposed in DDO21 and DDO22.

This schedule is attached at Appendix H.

Our review and response to the draft DDOs is presented in the table below.

Table 14: Response to draft DDOs

Item	Response
Vehicular access and carpark layout requirements	
Development should provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plan x of this schedule except in locations identified as "Left in - Left Out Access Permitted" in the Access and Movement Plan x of this schedule.	Our recommended wording is below: Development should provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plan x of this schedule. Where access is provided to an arterial road, access should be limited to left-in/left-out.
Development identified as "Left in - Left Out Access Permitted" in the Access and Movement Plan should limit the width of vehicle crossovers and incorporate 'Left in' and 'Left out' only vehicle access.	Deleted – is not required.
Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.	Agree.
Car parking should be located within a basement or concealed from the public realm.	Not strictly a traffic engineering matter.
Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.	Agree.
Development at XXXXX, as shown in Plan X, should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback and laneway should be a minimum width of Xm in total. Between ground	The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway).

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Item	Response
level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.	
Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	Add additional requirement: Or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.
Add access and movement plans	Agree.
Pedestrian and Bicycle Access	
Pedestrian access to buildings must be from a street or a shared zone should be achieved via streets (or shared zone shown on the Access and Movement Plan X of this schedule) and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.	Agree.
Development should facilitate the creation of a shared zone where properties abut a future shared zone as shown on Plan X.	Agree.
Development should improve the pedestrian environment and amenity of streets and laneways that provide a pedestrian connection to XX Street, XX Street, North Richmond Train Station, and entrances to buildings.	Agree.
Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	Agree.
Residential and commercial pedestrian entrances should be distinguishable from each other.	Not strictly a traffic engineering matter.
The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.	Not strictly a traffic engineering matter.

Item	Response
Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.	Agree.

10. Conclusions

Access Management Plans have been prepared for all properties identified within the Victoria Street and Bridge Road Activity Centre study areas, which includes (but not limited to) properties abutting Victoria Street and Bridge Road, to map out how vehicle access to new developments can be managed to reduce the impact of vehicle access directly to Victoria Street and Bridge Road. Suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of Victoria Street and Bridge Road for trams and vehicles and providing a high-quality pedestrian environment.

Traffic Management Plans have been prepared to support the Access Management Plan. These plans recommend changes to the laneway and local road networks to improve access to properties fronting arterial roads and support rear access outcomes.

This report also recommends a series of traffic engineering requirements for a future Design and Development Overlay.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix A

Clause 18 of the Yarra Planning Scheme

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

18.01-2S Transport system

31/07/2018
VC148

Objective

To coordinate development of all transport modes to provide a comprehensive transport system.

Strategies

Reserve land for strategic transport infrastructure.

Require transport system management plans for key transport corridors and for major investment proposals.

Incorporate the provision of public transport, cycling and walking infrastructure in all major new state and local government road projects.

Locate transport routes to achieve the greatest overall benefit to the community to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.

Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.

Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.

Ensure the design, construction and management of all transport modes reduces environmental impacts.

Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Policy guidelines

Consider as relevant:

- Any applicable highway strategy published by VicRoads.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Public Transport: Guidelines for land use and development* (Victorian Government, 2008)

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

18.02-1S Sustainable personal transport

31/07/2018
VC148

Objective

To promote the use of sustainable personal transport.

Strategies

Ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure cycling routes and infrastructure are constructed early in new developments.

Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end-of-trip facilities in commercial buildings.

Policy documents

Consider as relevant:

- *Guide to Road Design, Part 6A: Paths for Walking and Cycling*
- *Cycling into the Future 2013–23* (Victorian Government, 2012)

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

18.02-1R Sustainable personal transport - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

18.02-2S Public Transport

31/07/2018
VC148

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

Strategies

Maintain and strengthen passenger transport networks.

Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.

Plan for bus services to meet the need for local travel.

Ensure development supports the delivery and operation of public transport services.

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development.

Provide for bus routes and stops and public transport interchanges in new development areas.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

18.02-3S Road system

31/07/2018
VC148

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road users through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.
- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Ensure access to jobs and services in growth areas and outer suburban areas by improving roads for all road users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

18.02-4S Car parking

31/07/2018
VC148

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking by consolidating car parking facilities.

Design and locate local car parking to:

- Protect the role and function of nearby roads.
- Enable easy and efficient use.
- Enable the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Make adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix B

Existing Traffic Management Conditions

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix B

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions

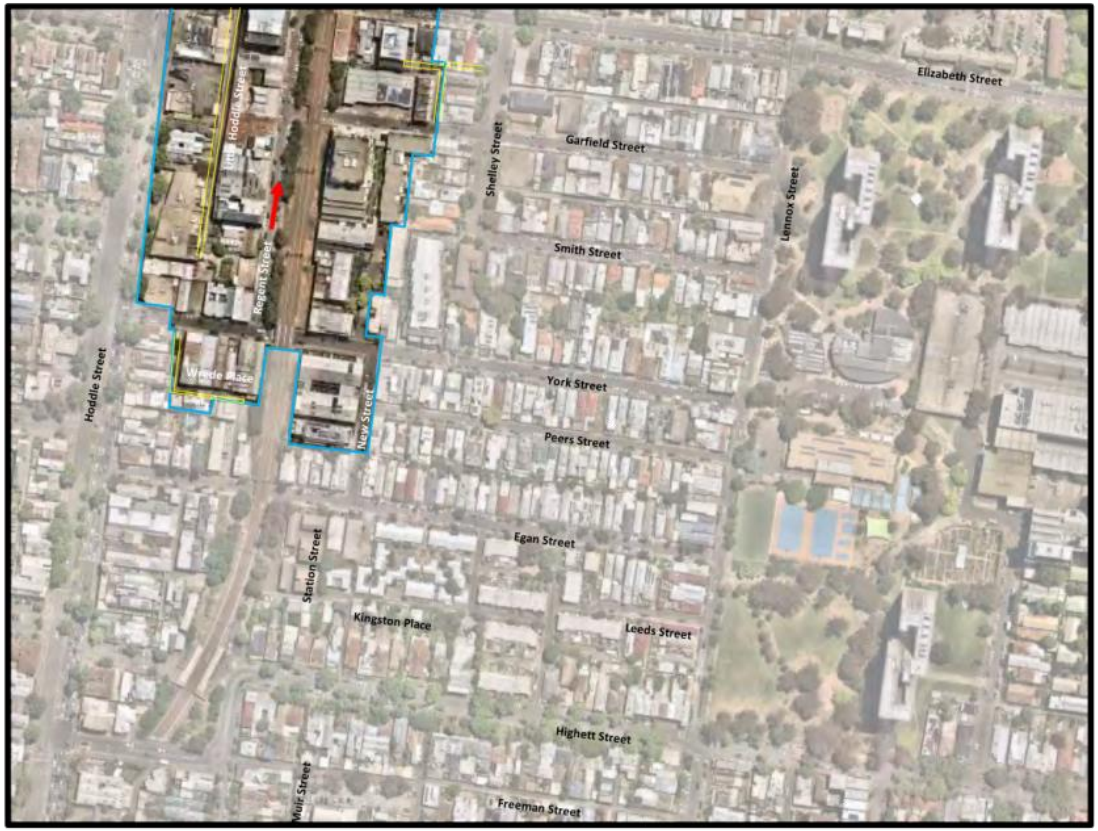
Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix B

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions



Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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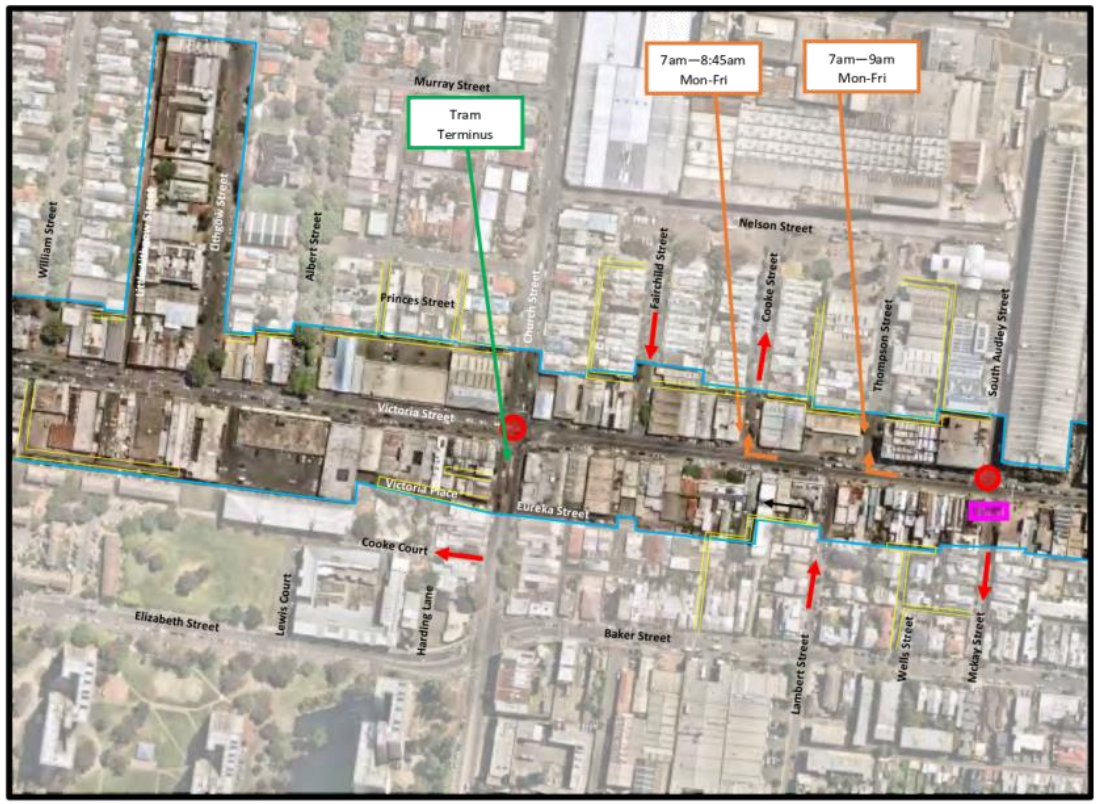
Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions



Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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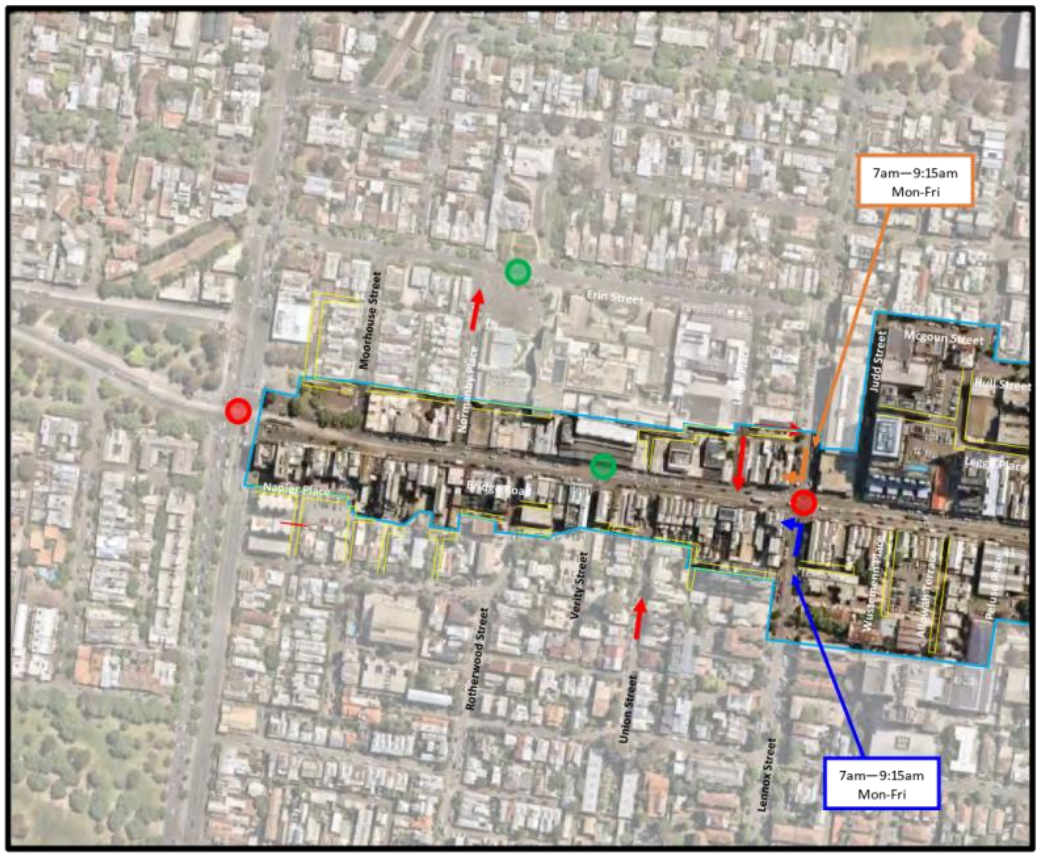
Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions



Legend – Existing Conditions

- Study Area Boundary
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- Pedestrian Signals
- Threshold Treatment
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- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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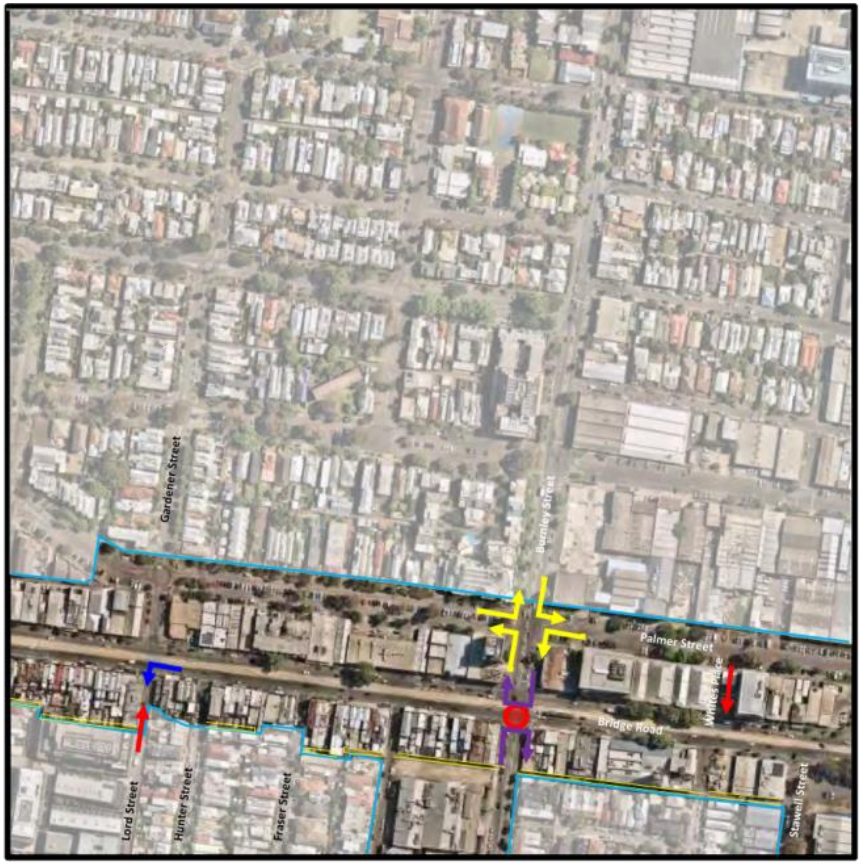
Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions



Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Traffic Management Conditions

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Appendix C

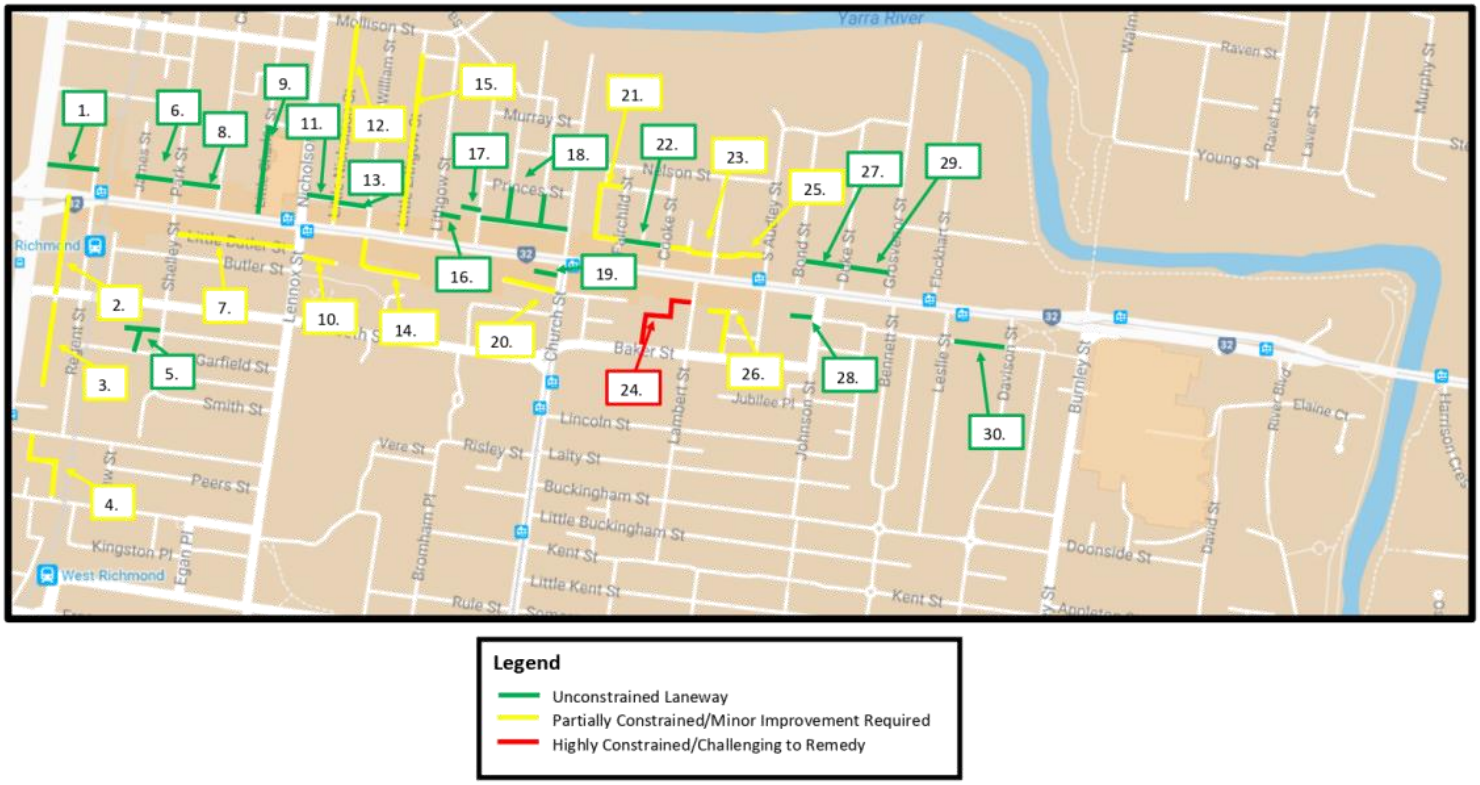
Existing Laneway Conditions

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions



Legend

- Unconstrained Laneway
- Partially Constrained/Minor Improvement Required
- Highly Constrained/Challenging to Remedy

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

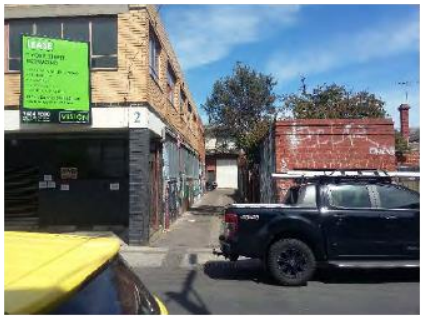
Street Name	Description	Photo
1: ROW (from Hoddle Street to Ferguson Street)	**Existing Conditions:** • Carriageway width – 2.85m-3.6m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Asphalt • Layout Features – continuous, generally straight **Constraints: Unconstrained laneway** • Short, straight and connected at both ends.	
2: Little Hoddle Street (from Elizabeth Street to Victoria Street)	**Existing Conditions:** • Carriageway width – 4.6m • Road reservation – 5.95m • Traffic management – Two-way • Parking – No parking • Footpaths – Narrow kerbside/footpath on both sides • Material – Asphalt • Layout features – continuous, straight **Constraints: Partially constrained** • Single lane for two-way traffic • Long length, some development potential • Could be made two-way by creating a shared zone and removing the footpaths	
3: Little Hoddle Street (from Elizabeth Street to END)	**Existing Conditions:** • Carriageway width – 3.7m-4.8m • Road Reserve – 4.85m-6m • Traffic management – Two-way • Parking – Parking along sections of the east side of the laneway • Footpaths – Narrow kerbing/path • Material – Asphalt • Layout features – dead end, straight, narrows down towards the south **Constraints: Partially Constrained** • Long • Narrower than 6m without road reserve • Parking Arrangements limit two-way flow	

G222790R-02

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
4: Wrede Place (from York Street to Egan Street)	**Existing Conditions:** • Carriageway width – 3.4m-3.85m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone in sections and asphalt in sections • Layout features – continuous, s-shaped, no splays **Constraints: Partially Constrained** • Lack of splays makes navigating corners difficult	
5: ROW (from Shelley Street to Garfield Street)	**Existing Conditions:** • Carriageway width – 3.2m-3.95m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Asphalt • Layout features – continuous with a 90 degree bend and extending dead end section to the west, splays on south-east corner **Constraints: Unconstrained laneway** Short and connected at both ends.	
6: ROW (from James Street to Park Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must turn right at Park Street • Parking – Shared off-street car park on south side of ROW • Footpaths – No footpaths • Material – Asphalt with bluestone kerbing • Layout features – continuous, straight **Constraints: Unconstrained laneway** Short, straight and connected at both ends.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
7: Little Butler Street (from Shelly Street to Lennox Street)	**Existing Conditions:** • Carriageway width – 2.7m-3m • Road reservation – 3.95m-4.75m • Traffic management – Two-way • Parking – kerbside parallel both sides • Footpaths – No footpaths • Materials – Asphalt • Layout features – continuous, straight **Constraints: Partially constrained** • Long length • Inability to easily widen for 2-way traffic flow • Could be made one-way	
8: ROW (from Park to Charles)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – Shared off-street car park on south side and west end of ROW • Footpath – No footpath • Material – Concrete • Layout features – continuous, straight **Constraints: Unconstrained laneway** • Unconstrained due to short length	
9: Little Charles Street (from Victoria Street to Little Charles Close)	**Existing Conditions:** • Carriageway width – 3.5m • Road reservation – 5.15m • Traffic management – One-way (southbound) • Parking – No parking • Footpath – Narrow path on east side, with traversal onto road required at power poles • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to one-way nature	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
10: ROW (from Lennox Street to END)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – Car Park at east end • Footpath – No footpaths • Material – Concrete • Layout features – slight bend to the south **Constraints: Partially Constrained** • Constrained due to dead end	
11: ROW (from Nicholson Street to Little Nicholson Street)	**Existing Conditions:** • Carriageway width – 4.55m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Concrete **Constraints: Unconstrained laneway** • Unconstrained due to short length	
12: Little Nicholson Street (from Victoria Street to Mollison Street)	**Existing Conditions:** • Carriageway width – 4.9m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout Features – loading activity occurs frequently, blocking traversal of ROW **Constraints: Partially constrained** • Long length • Insufficient for 2-way flow • Could be made one-way	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
13: ROW (from Little Nicholson Street to William Street)	**Existing Conditions:** • Carriageway width – 2.95m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – narrow **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
14: ROW (from Victoria Street to END, opposite William Street)	**Existing Conditions:** • Carriageway width – 4.75m for north-south section and 3m for east-west section • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout Features – Splay provided at bend, over land of 176 Victoria Street **Constraints: Partially constrained** • Single Lane • Length • 90 degree bend • Some development potential • Would require widening for two-way traffic, particularly north-south leg	
15: Little Lithgow Street (from Victoria Street to Mollison Street)	**Existing Conditions:** • Carriageway width – 5.1m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Partially Constrained** • Slightly too narrow for two-way traffic flow	

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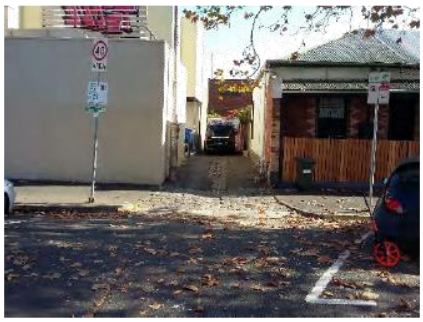
Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
16: ROW (from Lithgow Street to END)	**Existing Conditions:** • Carriageway width – 5.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Sufficient width for two-way traffic flow	
17: ROW (from Albert Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – concrete **Constraints: Unconstrained laneway** • Unconstrained due to short length	
18: ROW (from Albert Street to Church Street)	**Existing Conditions:** • Carriageway width – 4.4m • Traffic management – Two-way, right turn only at Fairchild Street • Parking – Car park at midpoint of ROW • Footpath – No footpath • Material – Concrete • Layout features – there is are two connecting north-south ROWs extending northerly **Constraints: Unconstrained laneway** • Unconstrained due to being continuous, could be one-way	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
19: ROW (from Church Street to End)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length	
20: Victoria Place (from Church Street to END)	**Existing Conditions:** • Carriageway width – 4.75m, 5.7m aisle for western car park • Traffic management – Two-way • Parking – Parking provided in car park at western end • Footpath – No footpath • Material – Concrete **Constraints: (Partially constrained)** • Dead end • Some development potential	
21: ROW (from Fairchild Street to Fairchild Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must enter via right turn from Fairchild, exit via left turn to Fairchild • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – connects to ROW extending north-south that loops back to Fairchild Street **Constraints: Partially constrained** • No splay • Low development potential • Single lane • Length • Bends	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
22: ROW (from Fairchild to Cooke Street)	**Existing Conditions:** • Carriageway width – 2.9m • Traffic management – Two-way, must travel south on Fairchild Street, and north on Cooke Street • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – there is a ROW that extends northerly, where there are no splays, making it difficult to traverse due to the narrow width **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
23: ROW (from Cooke Street to Thompson Street)	**Existing Conditions:** • Carriageway width – 3.1m-3.8m • Road Reservation – 3.1m-4.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout Features – there is a kink in the ROW at the midpoint, which is also where a northerly ROW also connects, the 4.2m width of the connecting ROW provides space to navigate this kink **Constraints: Partially constrained** • An improved splay would assist with the kink in the ROW, especially for service vehicles	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
24: ROW (from Lambert Street to END)	**Existing Conditions:** • Carriageway width – 2.8m-4m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Asphalt and bluestone • Layout features – There are a number of bends in the ROW. Splays are provided in the narrower sections, but not for bends connecting to the 4m width section. The ROW also connects to Baker Street in the south **Constraints: Highly constrained** • Length, number of properties • Narrow • Bends with without splays • Properties at corners are outside of the study boundary	
25: ROW (from Thompson Street to South Audley Street)	**Existing Conditions:** • Carriageway width – 3.6m-3.7m • Traffic management – Two-way • Parking – Car park on the north side of the ROW, behind 2 Thompson Street • Footpath – No footpath • Material – Asphalt • Layout features – There is a kink in the middle of the ROW, where there is another northerly connected ROW. Potentially challenging to navigate the kink **Constraints: Partially constrained** • Kink • Lack of Splays	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
26: ROW (East-west ROW connected to Wells Street)	**Existing Conditions:** • Carriageway width – 4.7m-4.85m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout Features – connects to the northern end of Wells Street. No splays are provided at the intersection **Constraints: Partially constrained** • 90 degree bends • Lack of splays	
27: ROW (from Bond Street to Duke Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way, Bond Street is one-way northerly and Duke Street is one-way southerly • Parking – No Parking • Footpath – No Footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
28: ROW (from Johnson Street to END, on west side of Johnson Street)	**Existing Conditions:** • Carriageway width – 4.55m-6.35m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: (Unconstrained laneway)** • Unconstrained due to short length	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
29: ROW (from Duke Street to Grosvenor Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
30: Coles Terrace (from Leslie Street to Davidson Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpaths • Material – Bluestone • Layout features - There is a connecting southerly ROW of 2.85m width with a slight splay on each corner. Corner is still quite difficult to traverse due to narrow width, and shallow depth of splay **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	

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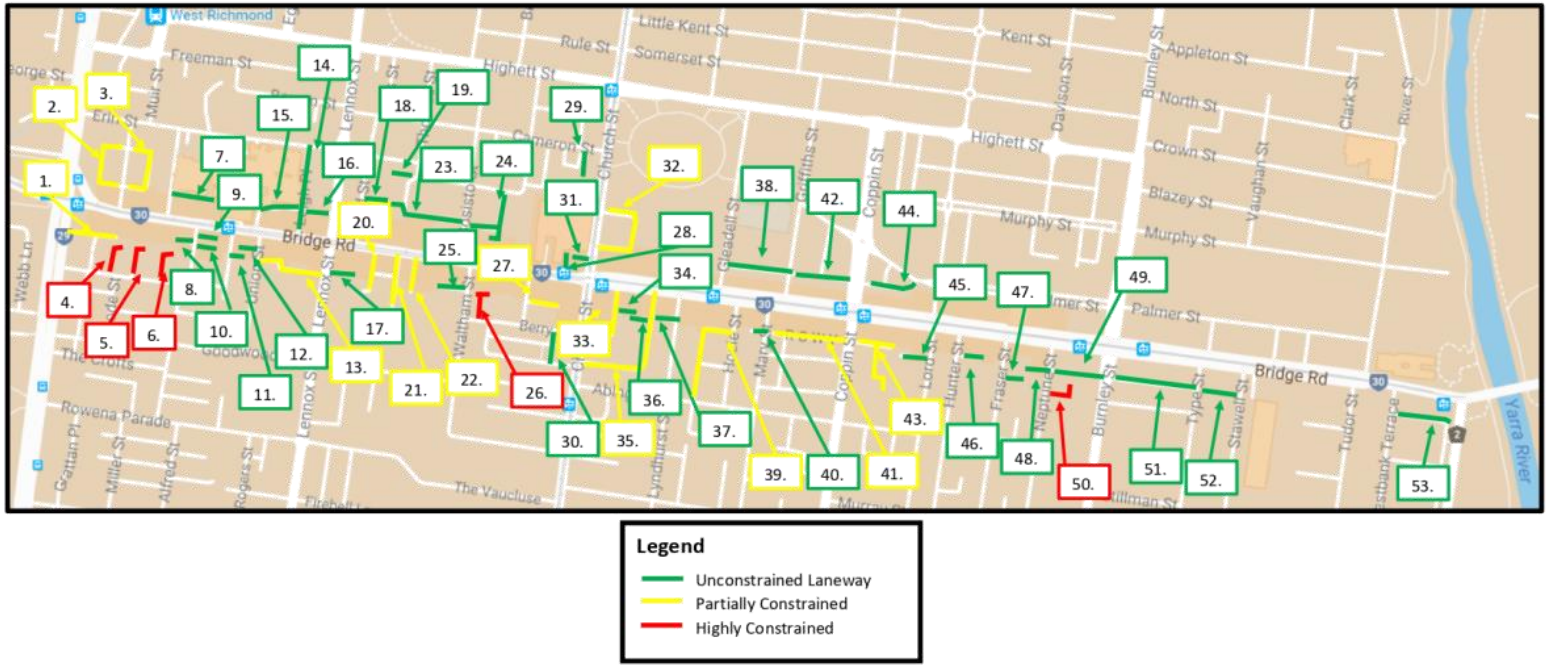
Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions



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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
1: Napier Lane (from Hoddle Street to END)	**Existing Conditions:** • Carriageway width – 3.85m • Trafficable width – 4.3m • Traffic management – Two-way • Parking – Car park attached to eastern end of lane • Footpaths – No footpaths • Material – Bluestone • Layout features – There is a connecting ROW to the south which connects to Sherwood Street, however bollards block access. **Constraints: Partially Constrained** • Limited Carriageway	
2: ROW (from west side Moorhouse Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout features –there is a connecting northbound ROW which loops back to Moorhouse Street, with splays at the corners **Constraints: Partially Constrained** • Lack of passing opportunities • Lack of sight distance around bends.	
3: ROW (from east end of Moorhouse Street to END)	**Existing Conditions:** • Carriageway width – 3.2-3.25m • Traffic Management – Two-way • Parking – Car park at east end of ROW • Footpaths – No footpaths • Material – Bluestone • Layout features – connecting ROW to the north which loops back to Moorhouse Street, with splays on each corner **Constraints: Partially Constrained** • Lack of passing opportunities • Lack of sight distance around bends.	

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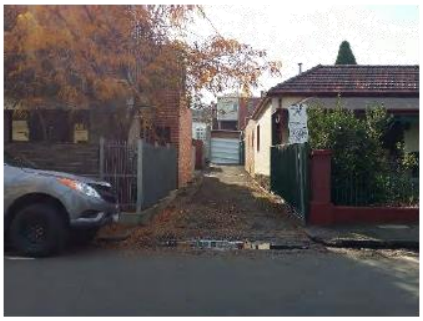
Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
4: ROW (East-West section of westernmost ROW from Sherwood Street)	**Existing Conditions:** • Carriageway width – 2.7m-3m • Road reservation – 3.95m-4.75m • Traffic management – Two-way • Parking – kerbside parallel both sides • Footpaths – No footpaths • Materials – Asphalt • Layout features – connected to ROW at the south, of width 3.6m, with no splays provided. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	
5: ROW (East-West section of middle ROW from Sherwood Street)	**Existing Conditions:** • Carriageway width – 4.6m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpath • Material – Asphalt • Layout features – connected to ROW at the south, of width 3.5m, with no splays provided. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	
6: ROW (easternmost ROW from Sherwood Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Narrow width and bend at north end. Setback property on western side. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
7: ROW (from Normanby Place to END)	**Existing Conditions:** • Carriageway width – 3.3m, widens at intersection with Normanby Place • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Asphalt • Layout features – Hospital uses this ROW **Constraints: Unconstrained laneway** • Passing area at entrance to laneway	
8: ROW (from west side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 5.3m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Bluestone **Constraints: Unconstrained laneway** • Wide enough for two-way traffic flow • Short length	
9: ROW (from from east side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – short and narrow **Constraints: Unconstrained laneway** • Short • Limited development potential	
10: ROW (from east side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 3.8m • Traffic management – Two-way • Parking – Car park on south side • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short • Limited development potential	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
11: ROW (from Verity Street to END)	**Existing Conditions:** • Carriageway width – 6.05m • Traffic management – Two-way • Parking – Open tandem parking for adjacent properties • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short Limited development potential	
12: ROW (West side of Union Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, No Entry to Union Street from Bridge Road • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short • Limited development potential	
13: ROW (East side of Union Street to Lennox Street)	**Existing Conditions:** • Carriageway width – 3.7m-3.75m • Traffic management – Two-way, No Entry to Union Street from Bridge Road • Parking – No parking • Footpath – No footpath • Material – Asphalt and Bluestone • Layout features – there is a kink involving two 90 degree bends. A splay is provided on one side of the northern bend **Constraints: Partially Constrained** • Non-functional kink breaks laneway into two parts	
14: Leigh Place (from Bridge Road to Erin Street)	**Existing Conditions:** • Carriageway width – 5.7m • Road reserve – 9m • Traffic management – Two-way for northern section, One-way for southern section connecting to Bridge Road • Parking – No parking • Footpath – Footpath on west side • Material – Asphalt **Constraints: Unconstrained laneway** • One-way	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
15: ROW (from Leigh Place to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Slight kink at the middle, however offset is provided to building on southern side **Constraints: Unconstrained laneway** • Short	
16: Corns Place (from Leigh Place to Lennox Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, must turn left at Leigh Place • Parking – Car park at midpoint of ROW • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained** • Short • Continuous • Could be made one-way	
17: ROW (from Lennox Street to END)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: (Unconstrained laneway)** • Short • Low development potential	
18: ROW (from Judd Street to Carpark)	**Existing Conditions:** • Carriageway width – 6m (including mountable kerbing) • Traffic management – Two-way • Parking – No parking • Footpath – Mountable footpath on south side • Material – Asphalt **Constraints: (Unconstrained laneway)** • Short Mountable kerbing allows for two-way passing	

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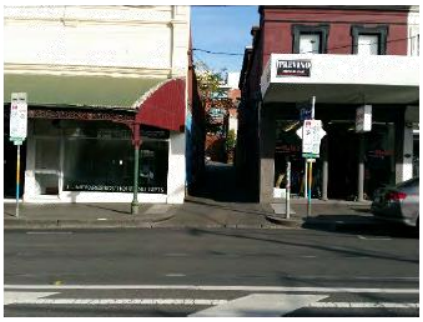
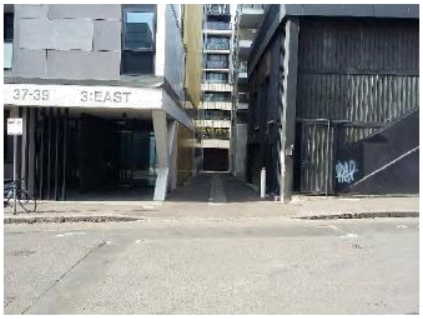
Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
19: ROW (from Hull Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Small number of adjacent properties	
20: Wustemenn Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 2.65m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt • Layout Features – Narrow width, shares car park with Allowah Terrace **Constraints: Partially constrained** • Lack of passing area • Dead end • Could be connected to Allowah Terrace	
21: Allowah Terrace (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 2.6m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Bluestone • Layout features – Narrow width, shares car park with Wustemenn Place **Constraints: Partially constrained** • Lack of passing area • Dead end • Could be connected to Wustemenn Place	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
22: Peluso Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 4.1m-4.85m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt **Constraints: Partially constrained** • Lack of passing area • Dead end	
23: Leggo Place (from Bosisto Street to END)	**Existing Conditions:** • Carriageway width – 7.6m • Traffic management – Two-way • Parking – Large Car park at western end • Footpath – No footpath • Material – Asphalt • Layout Features – Has a kink at the end, and connects to a large car park **Constraints: Unconstrained laneway** • Sufficient width for two-way traffic	
24: ROW (from Bosisto Street to Hull Street)	**Existing Conditions:** • Carriageway width – 3.5m-4.3m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Asphalt • Layout features – Already 'built out' to a large degree **Constraints: Unconstrained Laneway** • Properties already developed	
25: Sheridan Place (from Waltham Street to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
26: ROW (from Berry Street to END)	**Existing Conditions:** • Carriageway width – 3.05m-3.3mm • Traffic management – Two-way, Berry Street is one-way (westbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – has a T-intersection at the northern end, with splays on both corners. **Constraints: Highly constrained** • Length • T-shape	
27: Alban Street (from Eucalyptus Street to END)	**Existing Conditions:** • Carriageway width – 5.8m • Traffic management – Two-way • Parking – Parking along the north side of Alban Street • Footpath – No Footpath • Material – Asphalt **Constraints: Partially constrained** • Wide enough for two-way traffic • Parking arrangements make two-way traffic flow unachievable	
28: ROW (from Bridge Road to END, opposite Eucalyptus Street)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	
29: Henry Street (from Cameron Street to END)	**Existing Conditions:** • Carriageway width – 3.9m • Traffic management – Two-way, speed humps • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
30: ROW (from Berry Street to Hodgson Terrace)	**Existing Conditions:** • Carriageway width – 4.15m • Traffic management – Two-way, Berry Street is one-way (westbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Berry Street is a narrow street (3.5m road), and a splay is provided on the southeast corner of the intersection with the ROW to assist movement. **Constraints: Unconstrained laneway** • Short • Low development potential	
31: ROW (from Church Street to END)	**Existing Conditions:** • Carriageway width – 3.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** Short	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
32: ROW (from Church Street to Church Street)	**Existing Conditions:** • Carriageway width – 4m-4.7m • Traffic management – ROW is entry only for the northern section, however, an exit lane is provided via adjacent McDonalds car park, so is considered two-way for all practical purposes. • Parking –No parking • Footpath – No footpath • Material – Asphalt • Layout features – There are two 90 degree turns which loop the ROW back to Church Street. Splays are provided at each bend, and the ROW has enough width to allow for unimpeded turning. **Constraints: Partially constrained** • Narrow • U-shaped • Lack of passing without 'McDonalds' site, however surrounding McDonalds site means that access issues could be easily resolved with re-development	
33: Tullo Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 3.95m-4.55m • Road reserve – 6.2m-6.8m • Traffic management – Two-way, no right turn at Bridge Road • Parking – No Parking • Footpath – Footpath on west side • Material – Asphalt • Layout features – There is a connecting ROW on the east side of the road, with no splays provided **Constraints: Partially Constrained** • Lack of passing area • Could be converted shared zone for two-way traffic (footpath removed)	
34: ROW (from Tullo Place to END)	**Existing Conditions:** • Carriageway width – 3.3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Connected to Tullo Place, with no splays provided **Constraints: Unconstrained laneway** • Short • Low development potential	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
35: Waterloo Place (from Bridge Road to Church Street)	**Existing Conditions:** • Carriageway width – 4.4m • Road reserve – 6.2m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow footpaths on both sides • Material – Asphalt • Layout features – Waterloo Place has a 90 degree bend connecting it from Bridge Road to Church Street. A splay is provided at the bend on the northwest corner. There are also two ROWs connected to Waterloo Place **Constraints: Partially Constrained** • Lack of two-way passing opportunities • Length • Could be made one-way	
36: ROW (from Waterloo Place to END)	**Existing Conditions:** • Carriageway width – 3.5m (with additional property boundary setback of 2.55m) • Traffic management – Two-way • Parking – Private parking on south side within property setback • Footpath – No footpath • Material – Bluestone • Layout features – A property boundary setback allows for turning into ROW from Waterloo Place **Constraints: Unconstrained laneway** • Short	
37: ROW (from Waterloo Place to Lyndhurst Street)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way, Lyndhurst Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – A splay on the southeast corner of Waterloo Place and the ROW is provided to assist turning. **Constraints: Unconstrained laneway** • Short • Continuous	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
38: ROW (from Gleadell Street to Griffiths Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
39: Spencer Place (from Hosie Street to Abinger Street)	**Existing Conditions:** • Carriageway width – 3.45m-3.8m • Traffic management – Two-way, Hosie Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt and bluestone • Layout features – There is a 90 degree bend in Spencer Place, with a splay provided on the southeast corner. There is another connecting ROW, which connects back to Hosie Street, with a splay also provided. **Constraints: Partially Constrained** • Long • Lack passing opportunities	
40: Pandoleon Lane (from Mary Street to END)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way, Mary street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	

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Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
41: ROW (from Mary Street to Coppin Street)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way, Mary Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Straight, limited splays on intersecting ROWs. **Constraints: Partially Constrained** • Length • No passing area • Continuous, could be one-way	
42: ROW (from Griffiths Street to Coppin Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, must enter and exit via left on Coppin Street • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the north, with splays provided on both corners of the intersection. **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
43: Foster Place (from Coppin Street to END)	Existing Conditions: • Carriageway width – 3.15m-3.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW of 4m width to the south, with no splays provided. Constraints: Partially Constrained • Lack of passing area on east-west link • T intersection	

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Appendix C

Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
44: ROW (from Coppin Street to Palmer Street)	**Existing Conditions:** • Carriageway width – 3.7m-5.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the north, with no splays provided at the intersection, however, properties on the south are set back. **Constraints: Unconstrained laneway** • Continuous • Short	
45: ROW (from Lord Street to END)	**Existing Conditions:** • Carriageway width – 3.55m, widened by adjacent development • Traffic management – Two-way, Lord Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Provides two-way traffic	
46: ROW (from Hunter Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	
47: ROW (from Hunter Street to END)	**Existing Conditions:** • Carriageway width – 4.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout features – appears to have been consumed as private property **Constraints: Unconstrained laneway** • Short Low development potential	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
48: ROW (from Neptune Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	
49: ROW (from Neptune Street to Burnley Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must exit/enter left at Burnley • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
450 ROW (from Neptune Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – ROW bends 90 to the north with no spays provided. North-south section is not trafficable and requires splays **Constraints: Highly Constrained** Requires splays on the corners	
51: ROW (from Burnley Street to Type Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the south, with no splays provided at the intersection. **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	

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Victoria Street & Bridge Road Activity Centre Traffic Study: Existing Laneway Conditions

Street Name	Description	Photo
52: ROW (from Type Street END)	**Existing Conditions:** • Carriageway width – 5m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on south side • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
53: Park Avenue (east-west section abutting Bridge Road properties from Westbank Terrace to bend)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on south side • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight Could be one-way	

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Appendix D

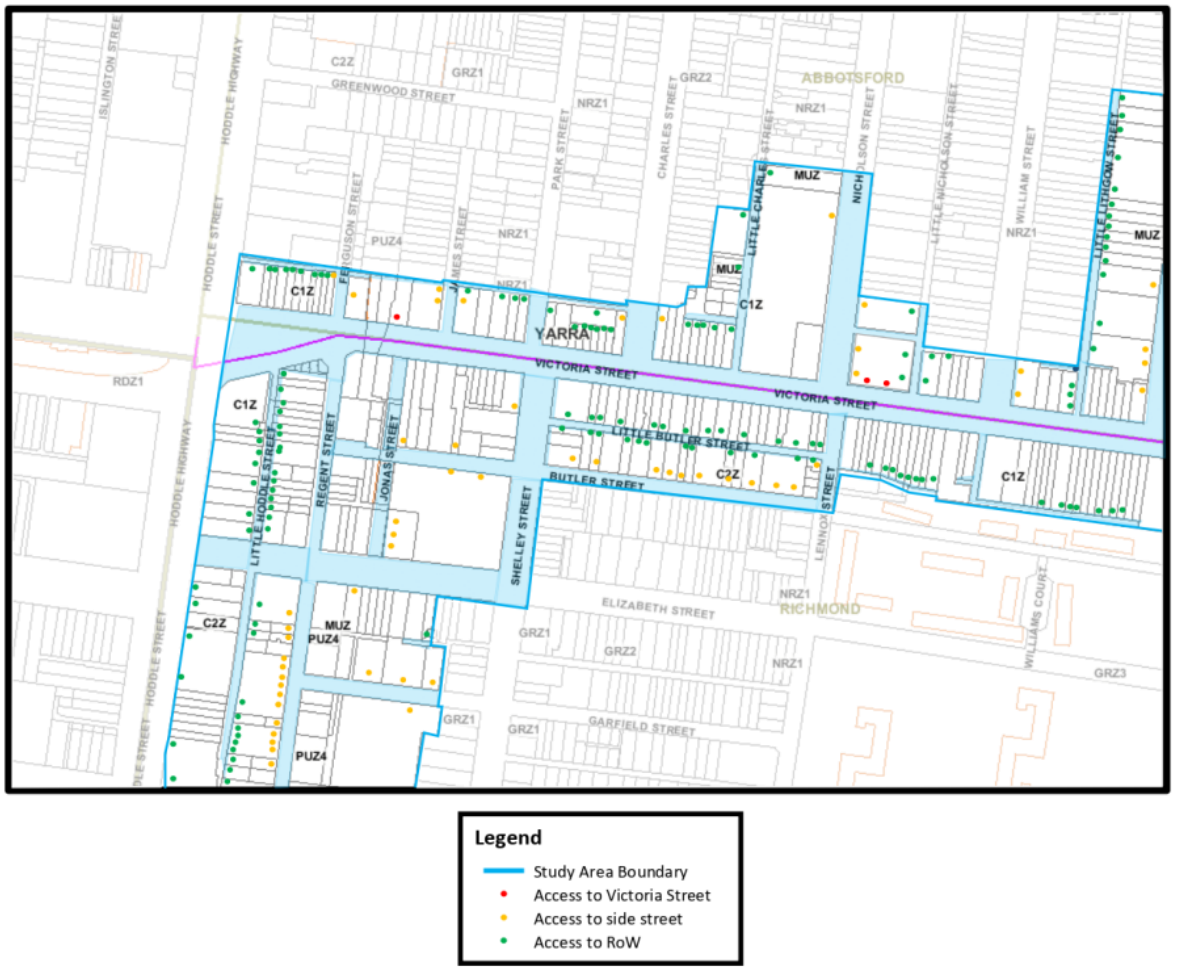
Existing Vehicle Access Arrangements

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix D

Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions



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Appendix D

Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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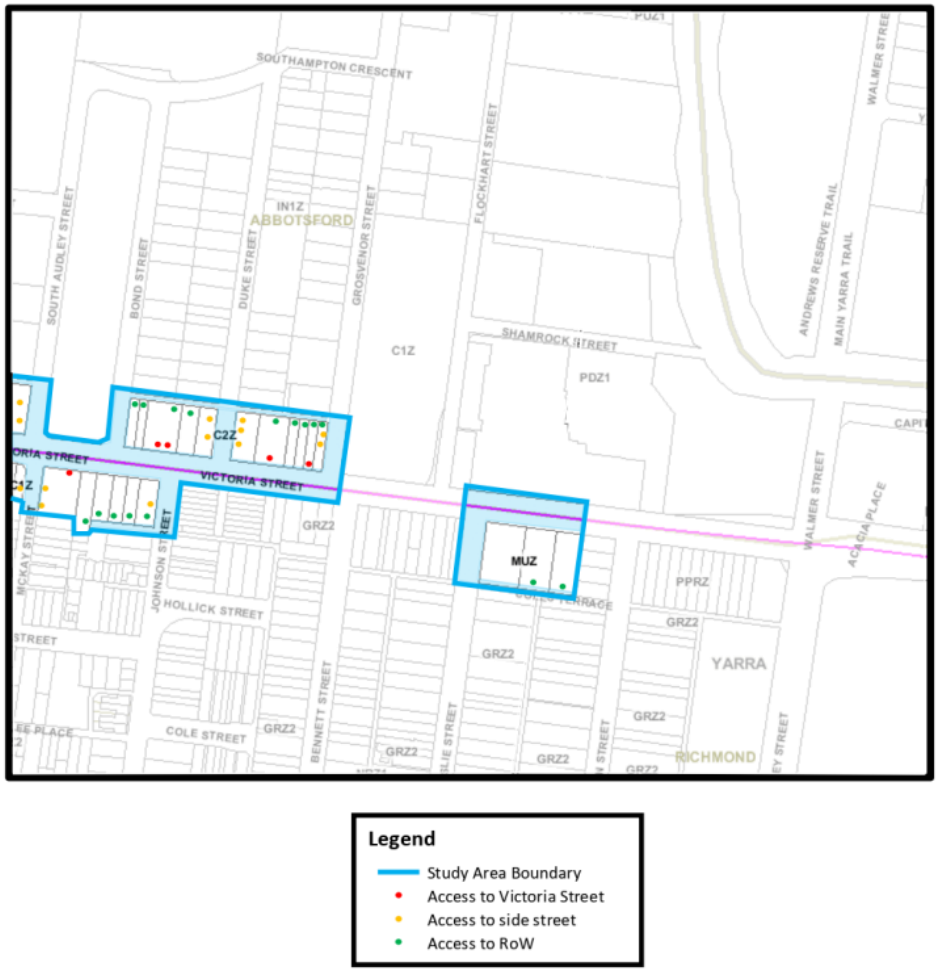
Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions



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Appendix D

Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions

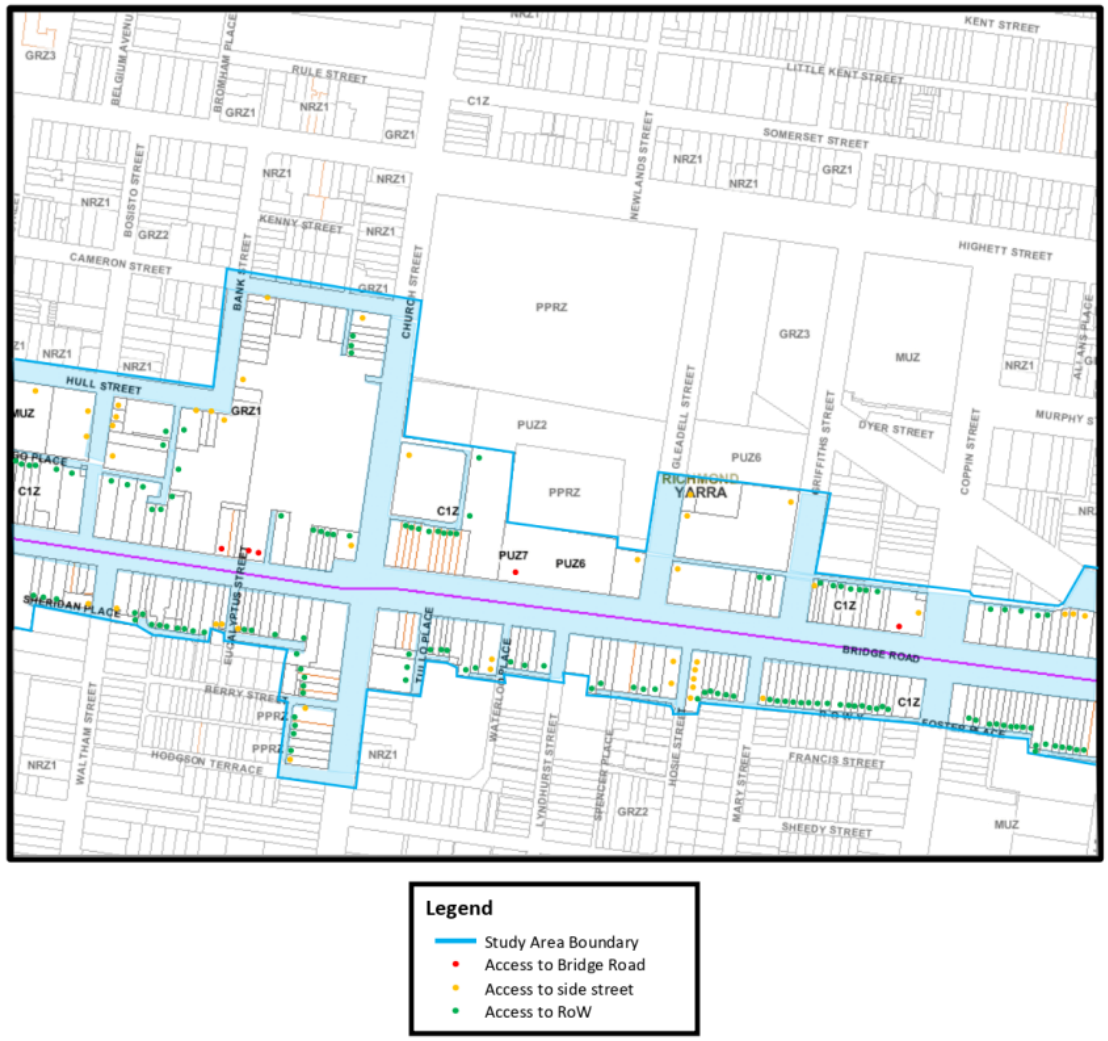
Legend

- Study Area Boundary
- Access to Bridge Road
- Access to side street
- Access to RoW

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix D

Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions



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Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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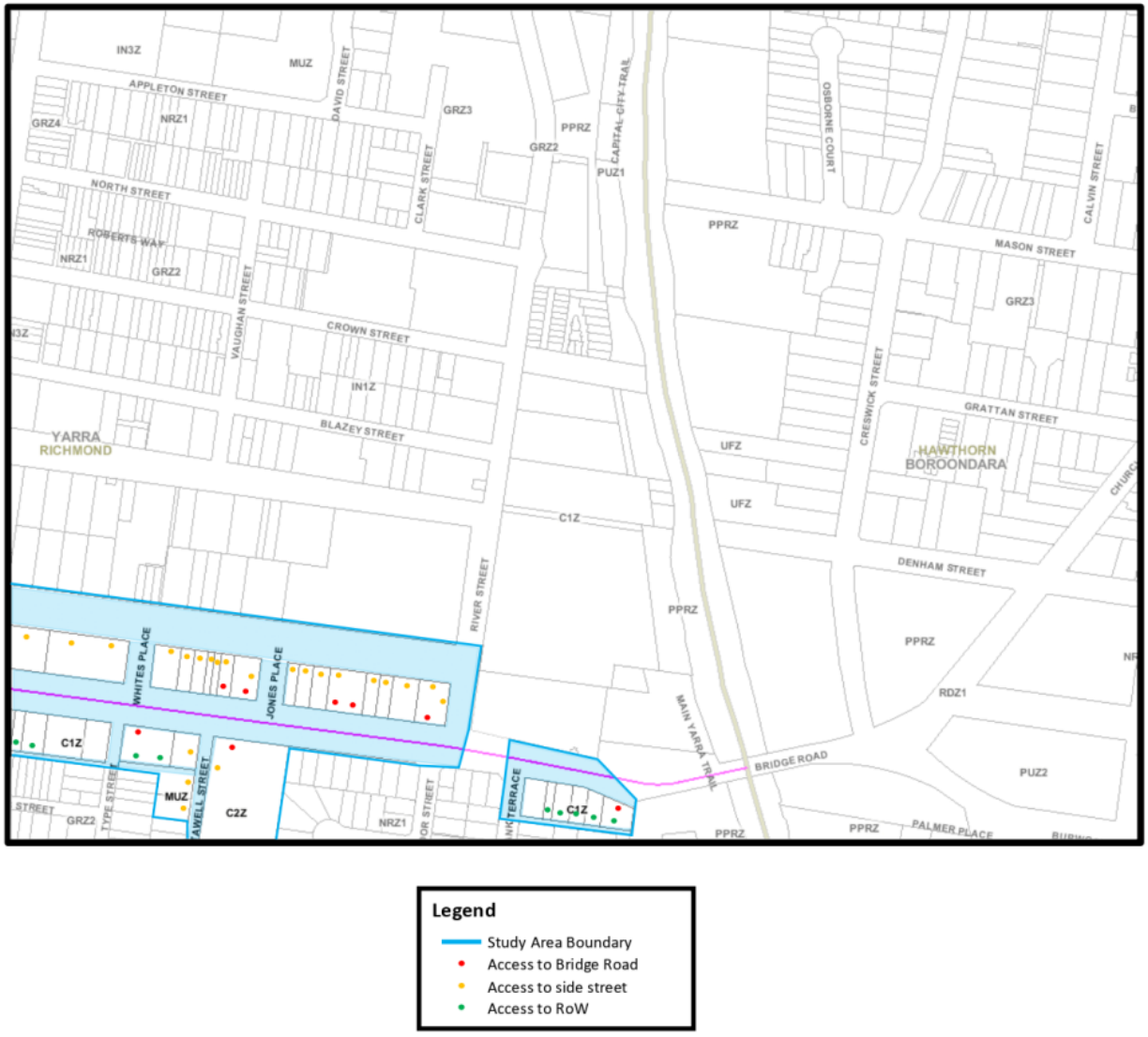
Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions



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Victoria Street & Bridge Road Activity Centres Traffic Study: Existing Access Conditions

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Appendix E

Access Management Plans

Traffix Group G22791R-02B

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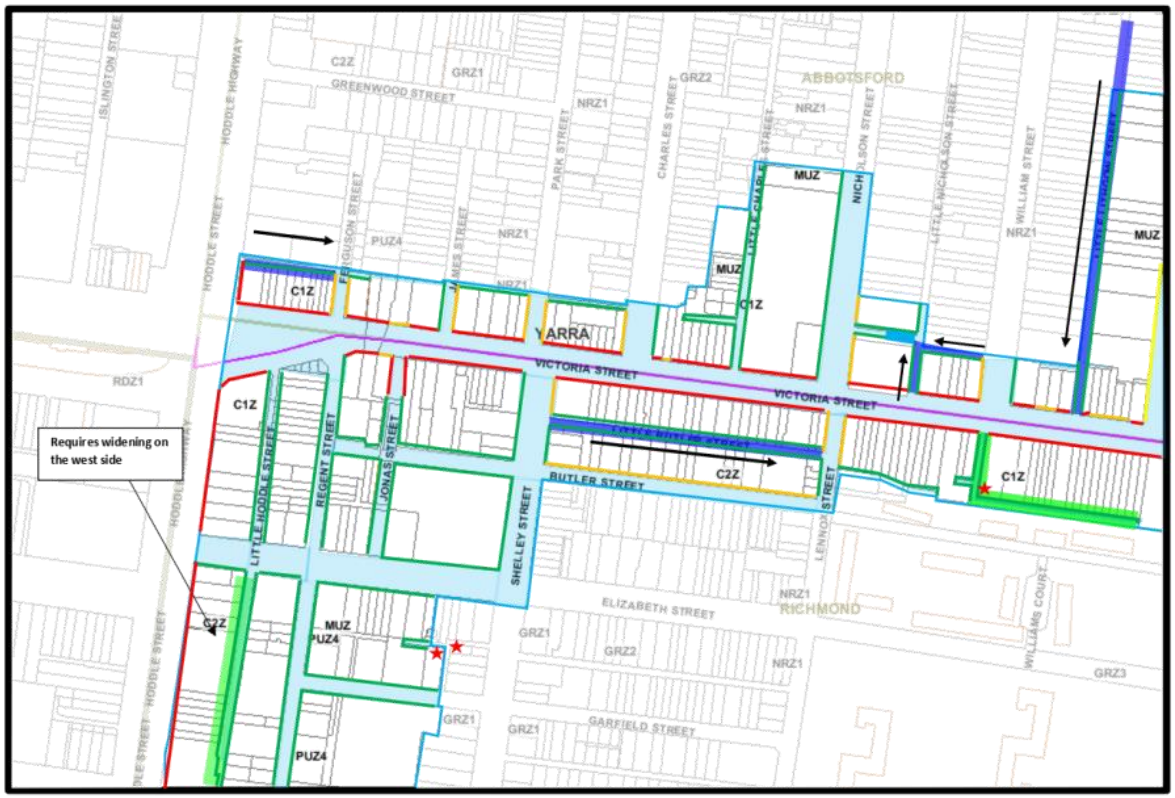


Legend – Recommended Access Controls

- Study Area Boundary
- Access Not Supported
- Access Not Preferred
- Access Preferred

Legend

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix E

Victoria Street & Bridge Road Activity Centres Traffic Study: Access Management Plan

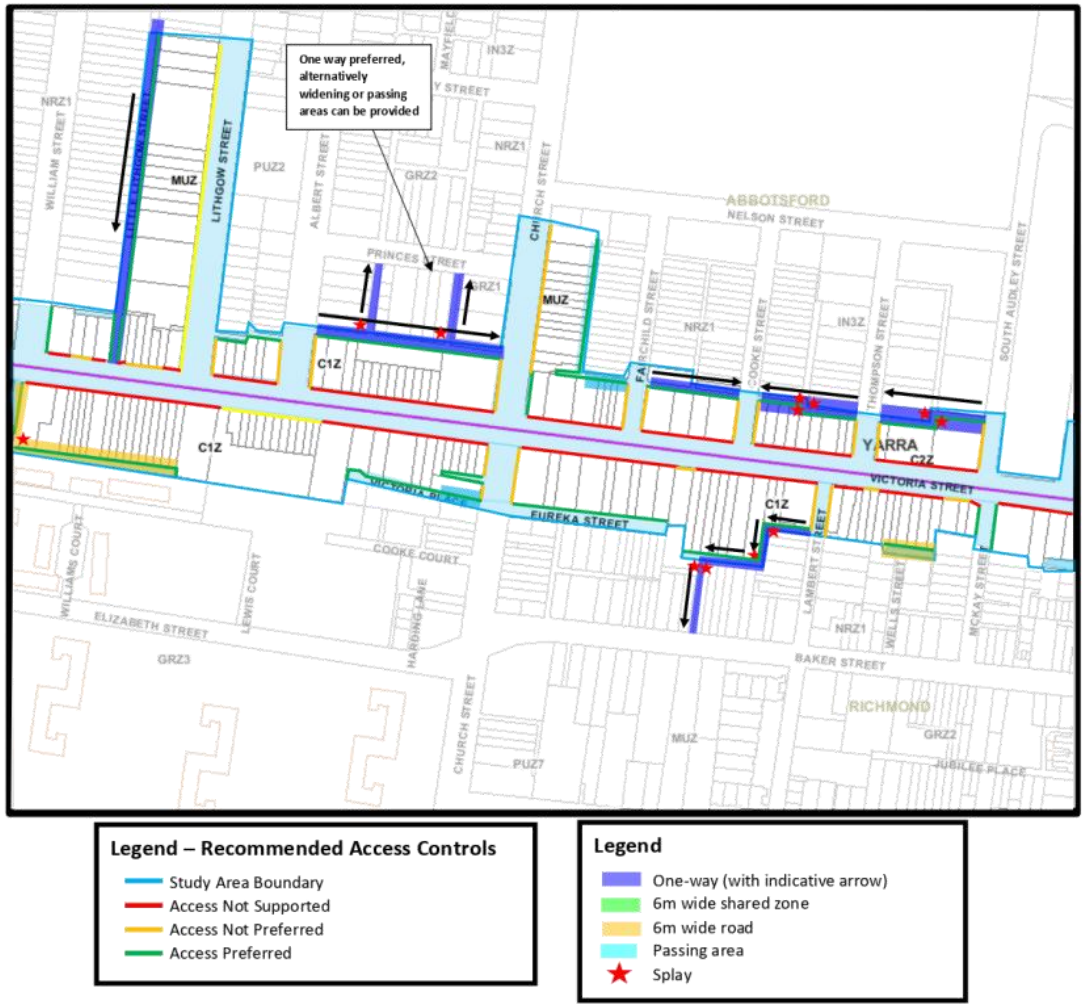
Legend – Recommended Access Controls

- Study Area Boundary
- Access Not Supported
- Access Not Preferred
- Access Preferred

Legend

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)



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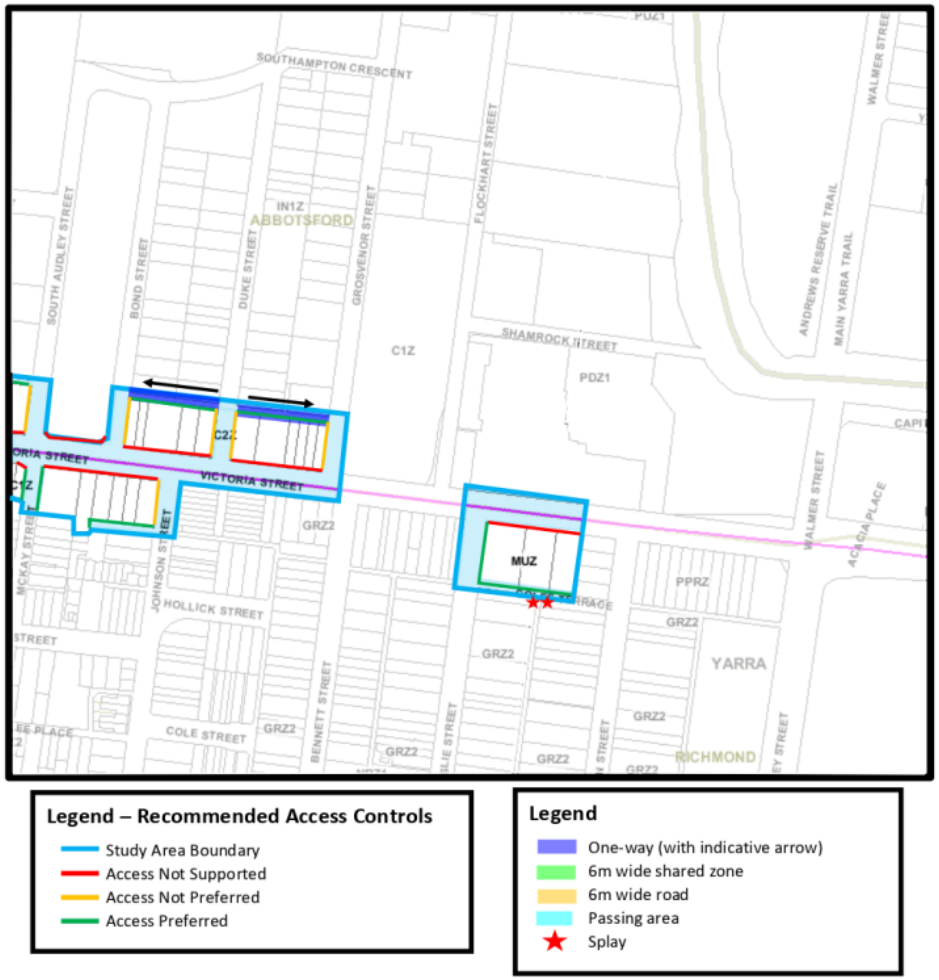
Victoria Street & Bridge Road Activity Centres Traffic Study: Access Management Plan



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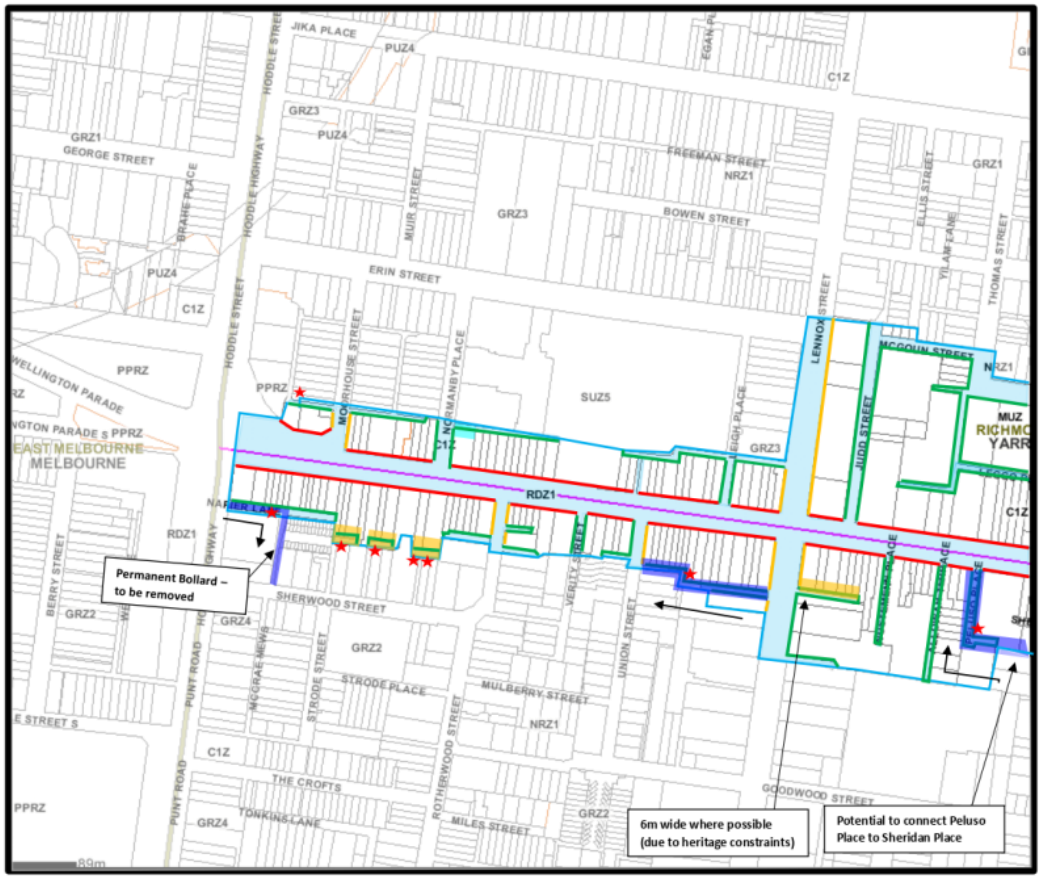
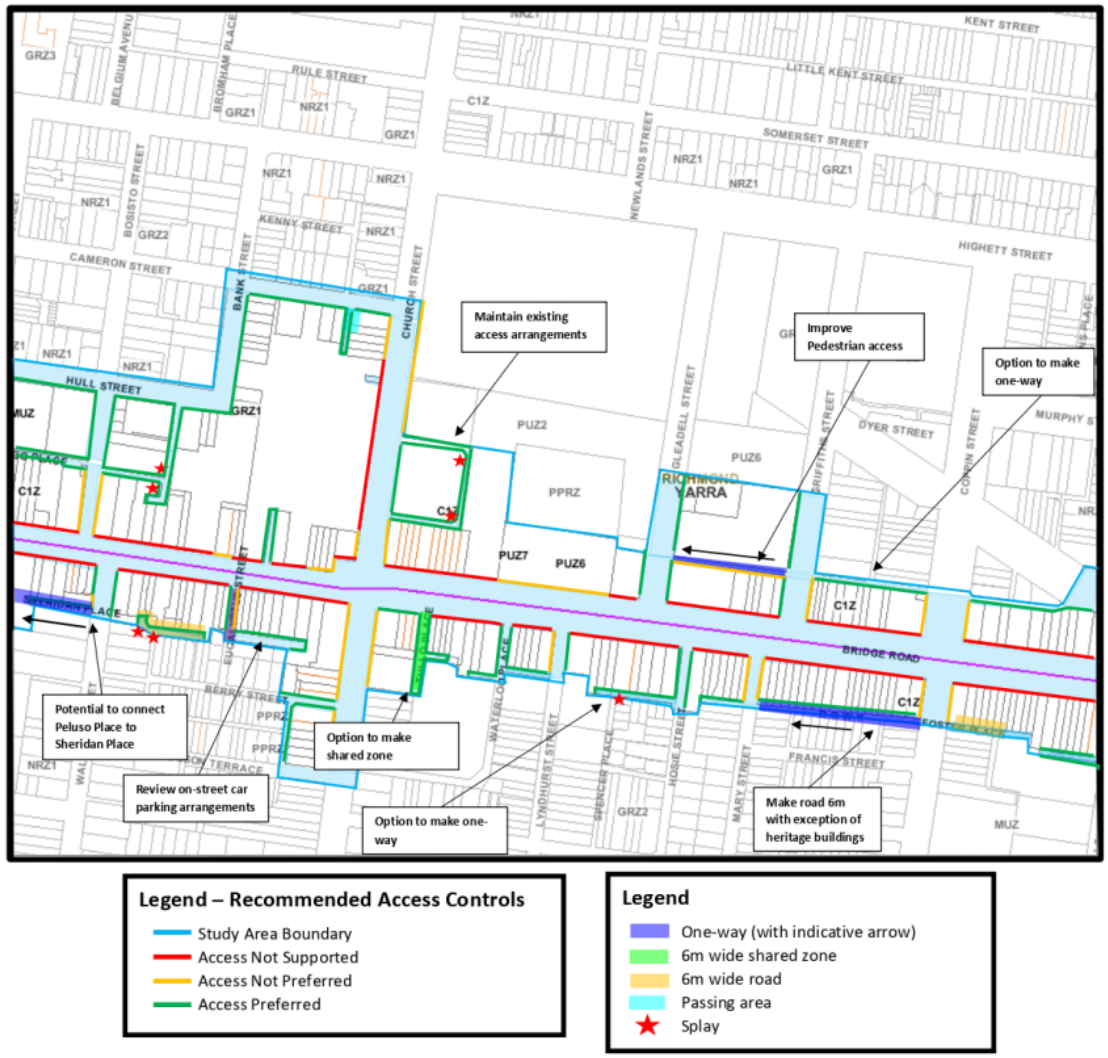
Victoria Street & Bridge Road Activity Centres Traffic Study: Access Management Plan



Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix E

Victoria Street & Bridge Road Activity Centres Traffic Study: Access Management Plan



Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Legend – Recommended Access Controls

- Study Area Boundary
- Access Not Supported
- Access Not Preferred
- Access Preferred

Legend

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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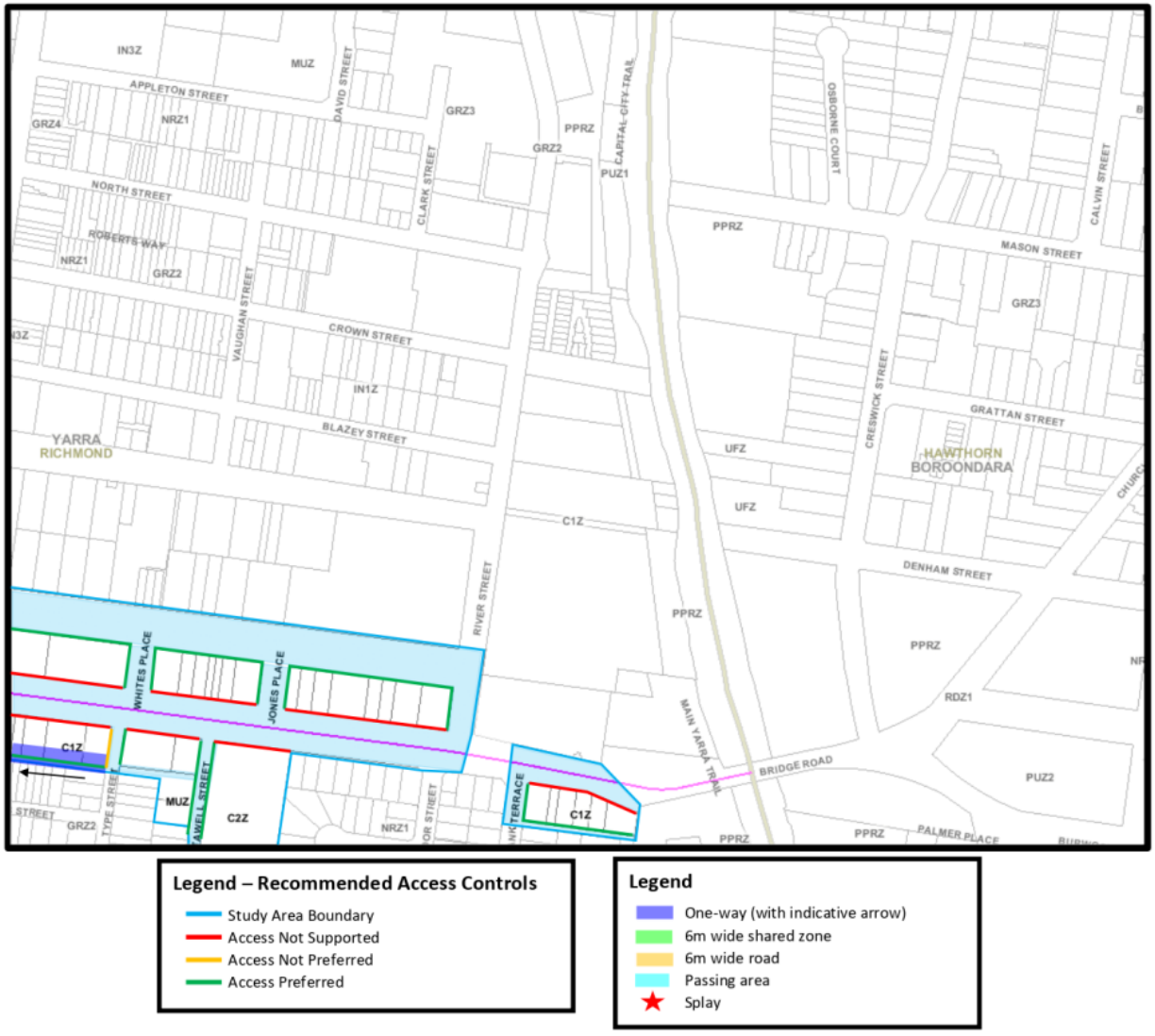
Victoria Street & Bridge Road Activity Centres Traffic Study: Access Management Plan



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Appendix E

Victoria Street & Bridge Road Activity Centres Traffic Study: Access Management Plan

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix F

Proposed Traffic Management Plans

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix F

Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan

Legend – Recommended Changes

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Left Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix F

Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan

Legend – Recommended Changes

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Left Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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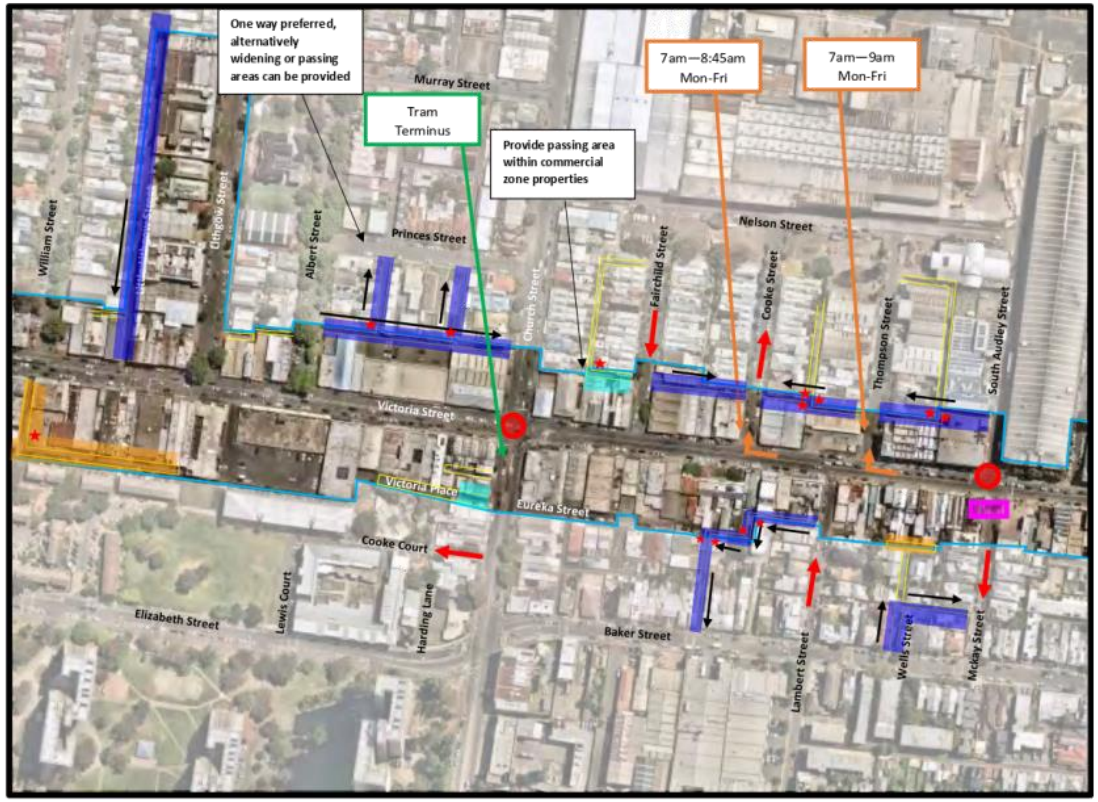
Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan



Legend – Recommended Changes

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Left Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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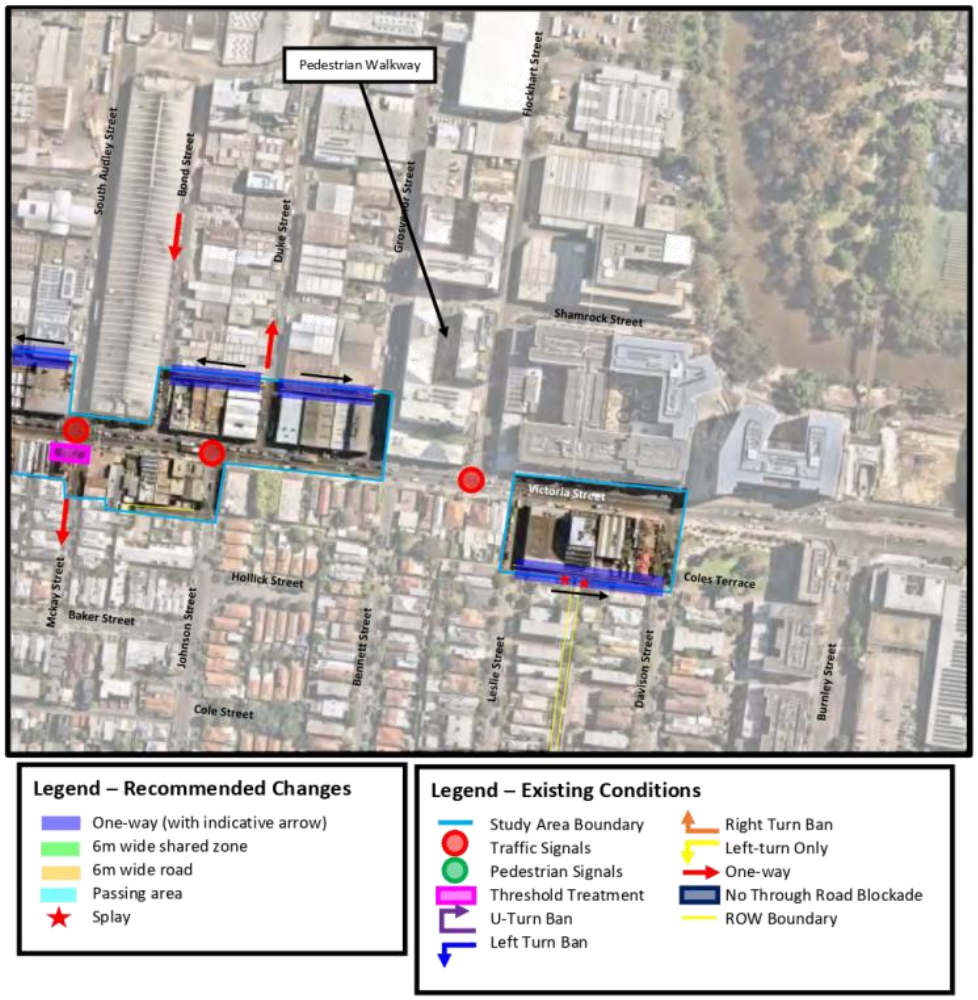
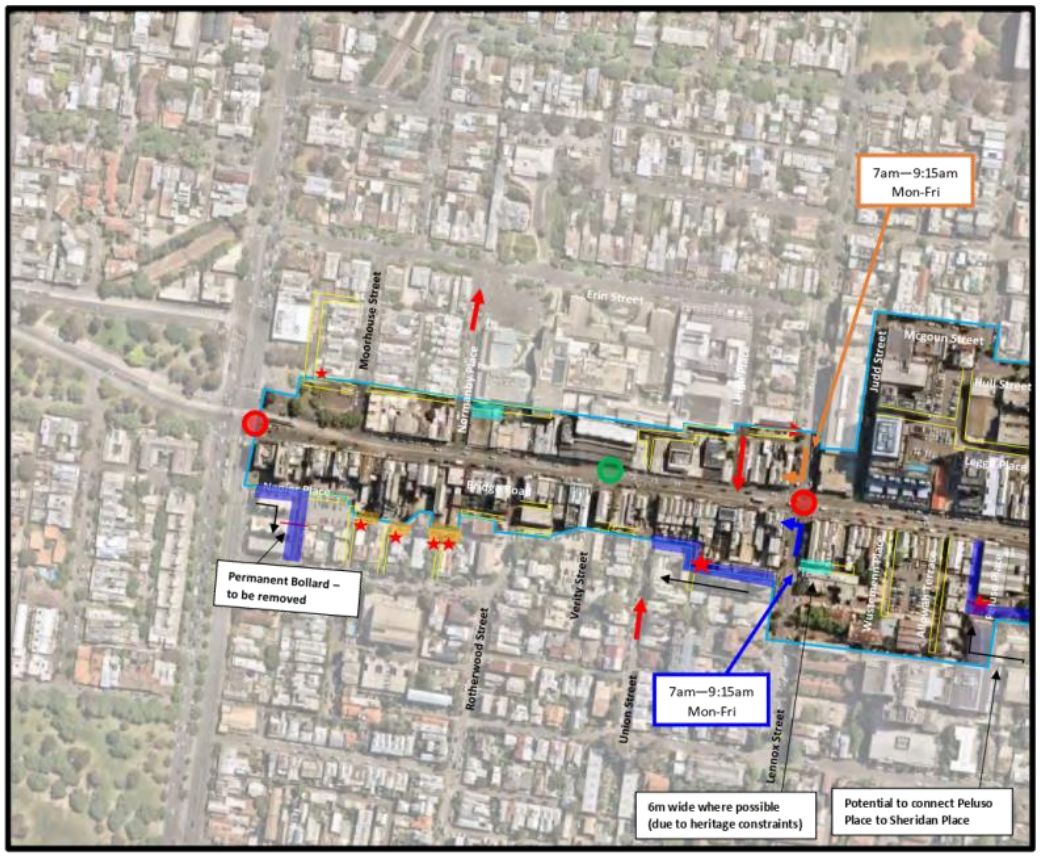
Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan



Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix F

Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan



Legend – Recommended Changes

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

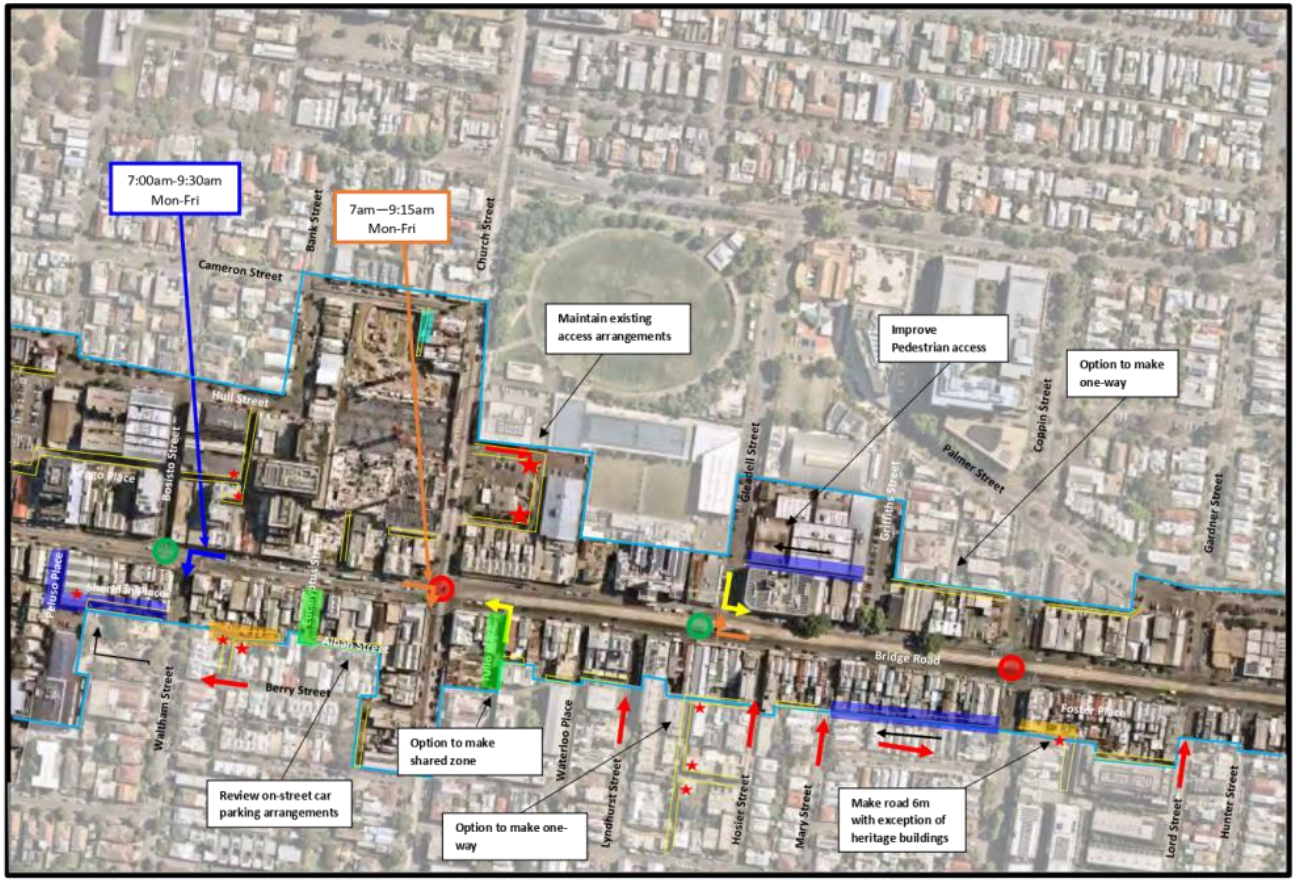
Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- U-Turn Ban
- Left Turn Ban
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- ROW Boundary

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix F

Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan



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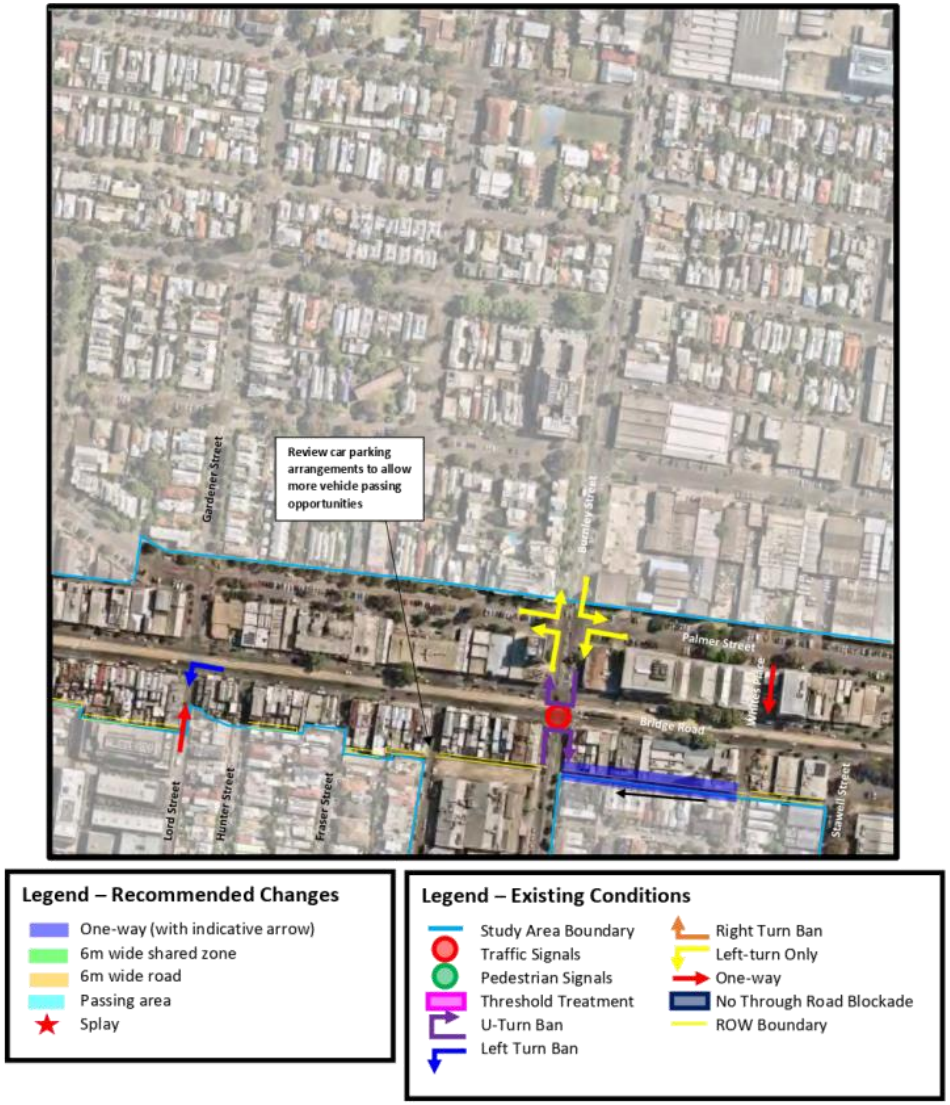
Appendix F

Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan



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Appendix F

Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan

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Victoria Street & Bridge Road Activity Centres Traffic Study – Proposed Traffic Management Plan

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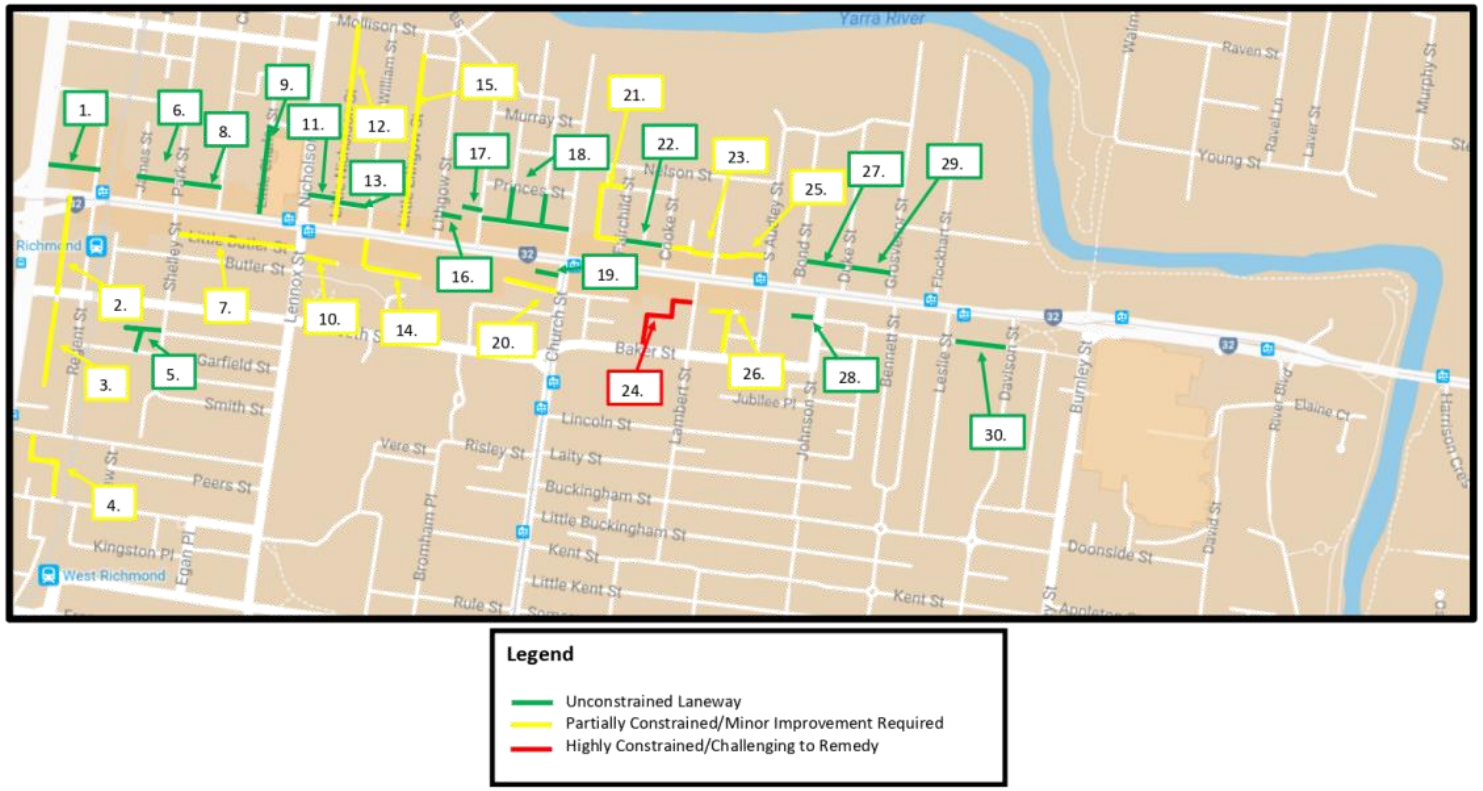
Appendix G

ROW Recommendations

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Victoria Street



Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
1: ROW (from Hoddle Street to Ferguson Street)	**Existing Conditions:** • Carriageway width – 2.85m-3.6m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Asphalt • Layout Features – continuous, generally straight **Constraints: Unconstrained laneway** • Short, straight and connected at both ends.	One way in the eastbound direction **Reason:** Narrow width does not allow for passing. This may cause conflict at Hoddle Street between entering and exiting vehicles. The recommendation for one-way eastbound flow directs traffic away from Hoddle Street and eliminates vehicle conflict. Widening laneway challenging given multiple narrow properties accessed via ROW.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
2: Little Hoddle Street (from Elizabeth Street to Victoria Street)	**Existing Conditions:** • Carriageway width – 4.6m • Road reservation – 5.95m • Traffic management – Two-way • Parking – No parking • Footpaths – Narrow kerbside/footpath on both sides • Material – Asphalt • Layout features – continuous, straight **Constraints: Partially constrained** • Single lane for two-way traffic • Long length, some development potential • Could be made two-way by creating a shared zone and removing the footpaths	Create shared zone for two-way flow using the whole carriageway width. **Reason:** Currently the carriageway too narrow for two-way traffic. Road reserve is wide enough to accommodate two-way traffic flow by removing the footpath to create a shared zone provides for vehicles and pedestrians. The current footpaths are inadequate for pedestrians and a shared zone would better serve all road users while supporting higher traffic volumes.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
3: Little Hoddle Street (from Elizabeth Street to END)	**Existing Conditions:** • Carriageway width – 3.7m-4.8m • Road Reserve – 4.85m-6m • Traffic management – Two-way • Parking – Parking along sections of the east side of the laneway • Footpaths – Narrow kerbing/path • Material – Asphalt • Layout features – dead end, straight, narrows down towards the south **Constraints: Partially Constrained** • Long • Narrower than 6m without road reserve • Parking Arrangements limit two-way flow	Provide shared area by setting back properties on west side of Little Hoddle Street at ground level. **Reason:** The review of the interim DDO indicates that the properties on either side of the laneway have high development potential. Widening the ROW to 6m is necessary to accommodate the additional development potential. This laneway should be widened by setbacks of developments on the west side of the lane.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
4: Wrede Place (from York Street to Egan Street)	**Existing Conditions:** • Carriageway width – 3.4m-3.85m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone in sections and asphalt in sections • Layout features – continuous, s-shaped, no splays **Constraints: Partially Constrained** • Lack of splays makes navigating corners difficult	Provide passing area at intersection with York Street at #2 York Street. Provide splays on south-west corner of #2 York Street and north-east corner of #30A Wrede Place. **Reason:** Providing a passing area will minimise conflicts within the lane. Fully 6m carriageway not considered necessary given development potential of abutting land. Splays required to increase manoeuvrability around corners.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
5: ROW (from Shelley Street to Garfield Street)	**Existing Conditions:** • Carriageway width – 3.2m-3.95m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Asphalt • Layout features – continuous with a 90-degree bend and extending dead end section to the west, splays on south-east corner **Constraints: Unconstrained laneway** Short and connected at both ends.	No changes required. Largely built out.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
6: ROW (from James Street to Park Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must turn right at Park Street • Parking – Shared off-street car park on south side of ROW • Footpaths – No footpaths • Material – Asphalt with bluestone kerbing • Layout features – continuous, straight **Constraints: Unconstrained laneway** Short, straight and connected at both ends.	No changes required. Relatively short length means that vehicle conflicts are likely to be minimal and easily managed by drivers.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
7: Little Butler Street (from Shelly Street to Lennox Street)	**Existing Conditions:** • Carriageway width – 2.7m-3m • Road reservation – 3.95m-4.75m • Traffic management – Two-way • Parking – kerbside parallel both sides • Footpaths – No footpaths • Materials – Asphalt • Layout features – continuous, straight **Constraints: Partially constrained** • Long length • Inability to easily widen for 2-way traffic flow • Could be made one-way	One way in the eastbound direction **Reason:** Narrow width does not allow for vehicle passing. Relatively long length and high number of abutting properties increases likelihood of vehicle conflict. One-way arrangement recommended over increasing width due to number of abutting properties. Alternatively, setbacks and passing bays can be provided along the laneway.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
8: ROW (from Park to Charles)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – Shared off-street car park on south side and west end of ROW • Footpath – No footpath • Material – Concrete • Layout features – continuous, straight **Constraints: Unconstrained laneway** • Unconstrained due to short length	No changes required. Relatively short length means that vehicle conflicts are likely to be minimal and easily managed by drivers.	

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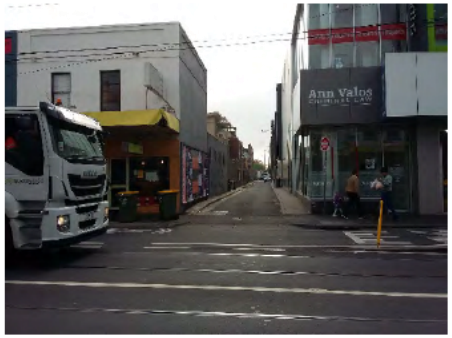
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
9: Little Charles Street (from Victoria Street to Little Charles Close)	**Existing Conditions:** • Carriageway width – 3.5m • Road reservation – 5.15m • Traffic management – One-way (southbound) • Parking – No parking • Footpath – Narrow path on east side, with traversal onto road required at power poles • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to one-way nature	No changes required. Existing one-way arrangement.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
10: ROW (from Lennox Street to END)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – Car Park at east end • Footpath – No footpaths • Material – Concrete • Layout features – slight bend to the south **Constraints: Partially Constrained** • Constrained due to dead end	Provide passing area at entrance, with setback to #136 Victoria Street. **Reason:** To minimise conflict within laneway.	
11: ROW (from Nicholson Street to Little Nicholson Street)	**Existing Conditions:** • Carriageway width – 4.55m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Concrete **Constraints: Unconstrained laneway** • Unconstrained due to short length	Provide passing area/ **Reason:** Already a planning permit for the car park site. Entrance to the car park is off the rear laneway closest to Little Nicholson. Development proposes a widened footpath on the southern side with building cantilevered. Relatively high development potential of abutting land.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
12: Little Nicholson Street (from Victoria Street to Mollison Street)	**Existing Conditions:** • Carriageway width – 4.9m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout Features – loading activity occurs frequently, blocking traversal of ROW **Constraints: Partially constrained** • Long length • Insufficient for 2-way flow • Could be made one-way	Provide a one-way section between Victoria Street and ROW #11 and #13 in the northbound direction. **Reason:** Little Nicholson Street is not wide enough to accommodate two-way vehicle flow. To minimise conflict one-way traffic flow should be provided northbound, where vehicles can either continue along Little Nicholson Street, or turn left onto ROW #11 to exit. Alternatively, setbacks and passing bays can be provided along the laneway.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
13: ROW (from Little Nicholson Street to William Street)	**Existing Conditions:** • Carriageway width – 2.95m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – narrow **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	Make one-way in the westbound direction **Reason:** Carriageway in not wide enough for two-way traffic flow. A one-way in the westbound direction will allow vehicles to continue along ROW #11.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
14: ROW (from Victoria Street to END, opposite William Street)	**Existing Conditions:** • Carriageway width – 4.75m for north-south section and 3m for east-west section • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout Features – Splay provided at bend, over land of 176 Victoria Street **Constraints: Partially constrained** • Single Lane • Length • 90-degree bend • Some development potential • Would require widening for two-way traffic, particularly north-south leg	Provide 6m two-way road for full length, with setback to all properties on the north and east side of the ROW. Review need for separate pedestrian path on north-south leg. **Reason:** Development potential of the laneway is high, and vehicles cannot currently pass one another without relying on private lane. Blind corner also creates conflict. This laneway is also a pedestrian route. This may require further width or implementation of a shared zone on the north-south leg. The proposal for pedestrianisation if this laneway is strong support by MGS (who are undertaking the review of built form controls).	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
15: Little Lithgow Street (from Victoria Street to Mollison Street)	**Existing Conditions:** • Carriageway width – 5.1m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Partially Constrained** • Slightly too narrow for two-way traffic flow	One-way in the southbound direction. **Reason:** Little Lithgow is slightly too narrow to allow two-way traffic flow. The long length of the lane creates a problem with conflict. Alternatively, setbacks could be required for buildings on one side of the laneway, which would gradually widen the laneway width over time.	
16: ROW (from Lithgow Street to END)	**Existing Conditions:** • Carriageway width – 5.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Sufficient width for two-way traffic flow	No changes required. Short length and width mean vehicle conflict would be minimal.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
17: ROW (from Albert Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – concrete **Constraints: Unconstrained laneway** • Unconstrained due to short length	No changes required. Short length and width mean vehicle conflict would be minimal.	

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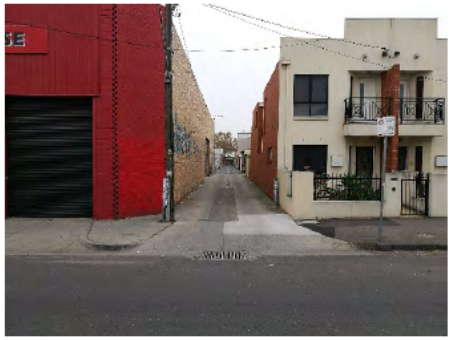
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
18: ROW (from Albert Street to Church Street)	**Existing Conditions:** • Carriageway width – 4.4m • Traffic management – Two-way, right turn only at Fairchild Street • Parking – Car park at midpoint of ROW • Footpath – No footpath • Material – Concrete • Layout features – there is two connecting north-south ROWs extending northerly **Constraints: Unconstrained laneway** • Unconstrained due to being continuous, could be one-way	One-way eastbound from Albert Street to Church Street. North-south sections to be one-way northbound. **Reason:** High development potential. One-way arrangement addresses vehicle conflict issues.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
19: ROW (from Church Street to End)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length	No changes required due to short length.	
20: Victoria Place (from Church Street to END)	**Existing Conditions:** • Carriageway width – 4.75m, 5.7m aisle for western car park • Traffic management – Two-way • Parking – Parking provided in car park at western end • Footpath – No footpath • Material – Concrete **Constraints: (Partially constrained)** • Dead end • Some development potential	Provide passing area at entrance with setback to #6 Church Street. **Reason:** Connects directly to Church Street (arterial road) and a passing area eliminates vehicle conflict at this critical location.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
21: ROW (from Fairchild Street to Fairchild Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must enter via right turn from Fairchild Street, exit via left turn to Fairchild Street • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – connects to ROW extending north-south that loops back to Fairchild Street **Constraints: Partially constrained** • No splay • Low development potential • Single lane • Length • Bends	Provide passing area at southern connection to Fairchild Street with setback to #463 and #465 Victoria Street. **Reason:** A passing area to accommodate the development potential of the properties adjacent to Victoria Street.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
22: ROW (from Fairchild to Cooke Street)	**Existing Conditions:** • Carriageway width – 2.9m • Traffic management – Two-way, must travel south on Fairchild Street, and north on Cooke Street • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – there is a ROW that extends northerly, where there are no splays, making it difficult to traverse due to the narrow width **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	One way in the eastbound direction. **Reason:** The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Fairchild Street and Cooke Street, the eastbound direction is most appropriate.	

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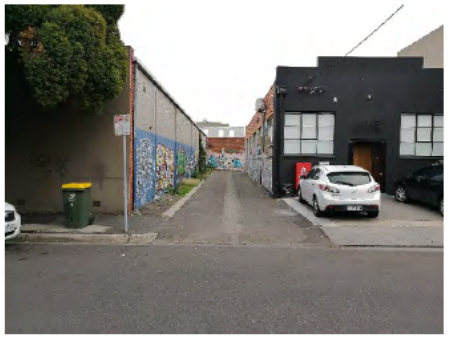
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
23: ROW (from Cooke Street to Thompson Street)	**Existing Conditions:** • Carriageway width – 3.1m-3.8m • Road Reservation – 3.1m-4.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout Features – there is a kink in the ROW at the midpoint, which is also where a northerly ROW also connects, the 4.2m width of the connecting ROW provides space to navigate this kink **Constraints: Partially constrained** • An improved splay would assist with the kink in the ROW, especially for service vehicles	One way in the westbound direction. Splays on #1 & #6 Cooke Street and #493 Victoria Street. **Reason:** The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Cooke Street and Thompson Street, the westbound direction is most appropriate. Splays required to improve vehicle access at corners.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
24: ROW (from Lambert Street to END)	**Existing Conditions:** • Carriageway width – 2.8m-4m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Asphalt and bluestone • Layout features – There are several bends in the ROW. Splays are provided in the narrower sections, but not for bends connecting to the 4m width section. The ROW also connects to Baker Street in the south **Constraints: Highly constrained** • Length, number of properties • Narrow • Bends with without splays • Properties at corners are outside of the study boundary	One-way from Lambert Street to Baker Street Splays required at corners of #2 Lambert Street, #332 Victoria Street, #31 Baker Street, and #24 Eureka Street. **Reason:** The lane is narrow and has significant potential for conflict due to having several 90° corners. Splays will need to be provided to make the lane fully trafficable.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
25: ROW (from Thompson Street to South Audley Street)	**Existing Conditions:** • Carriageway width – 3.6m-3.7m • Traffic management – Two-way • Parking – Car park on the north side of the ROW, behind 2 Thompson Street • Footpath – No footpath • Material – Asphalt • Layout features – There is a kink in the middle of the ROW, where there is another northerly connected ROW. Potentially challenging to navigate the kink **Constraints: Partially constrained** • Kink • Lack of Splays	One way in the westbound direction Provide splay at #523 Victoria Street. Property setback for #2 Thompson Street will need to be maintained to facilitate movement. **Reason:** The road is only wide enough for one-way flow. One-way westbound encourages drivers to enter local road network at South Audley Street traffic signals. Splays will need to be provided to facilitate movement.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
26: ROW (East-west ROW connected to Wells Street)	**Existing Conditions:** • Carriageway width – 4.7m-4.85m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout Features – connects to the northern end of Wells Street. No splays are provided at the intersection **Constraints: Partially constrained** • 90-degree bends • Lack of splays	Widen to 6m for properties abutting Victoria Street. Make Wells Street one-way northbound from Baker Street to the east-west ROW connecting to McKay Street. East-west ROW one-way eastbound. **Reasons:** Widening ROW to 6m for properties abutting Victoria Street facilitates vehicle access to all properties and reduces vehicle conflict. One-way arrangement reduces vehicle conflict within Wells Street without need to widen street.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
27: ROW (from Bond Street to Duke Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way, Bond Street is one-way northerly, and Duke Street is one-way southerly • Parking – No Parking • Footpath – No Footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	Change to one-way westbound. **Reasons:** The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Duke Street and Bond Street, the westbound direction is most appropriate.	
28: ROW (from Johnson Street to END, on west side of Johnson Street)	**Existing Conditions:** • Carriageway width – 4.55m-6.35m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: (Unconstrained laneway)** • Unconstrained due to short length	No changes required due to width and short length.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
29: ROW (from Duke Street to Grosvenor Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	Change to one-way eastbound. **Reasons:** The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Duke Street, the eastbound direction is most appropriate.	

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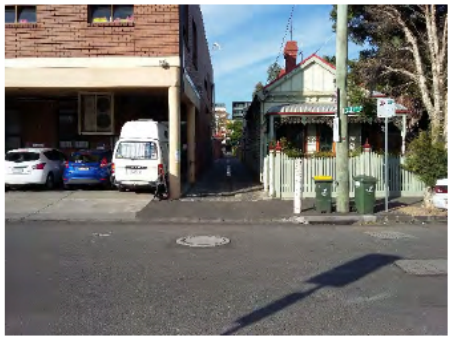
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended changes	Photo
30: Coles Terrace (from Leslie Street to Davidson Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpaths • Material – Bluestone • Layout features - There is a connecting southerly ROW of 2.85m width with a slight splay on each corner. Corner is still quite difficult to traverse due to narrow width, and shallow depth of splay **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	One-way in the eastbound direction. **Reason:** Due to development potential of laneway, change to one-way flow to minimise vehicle conflicts.	

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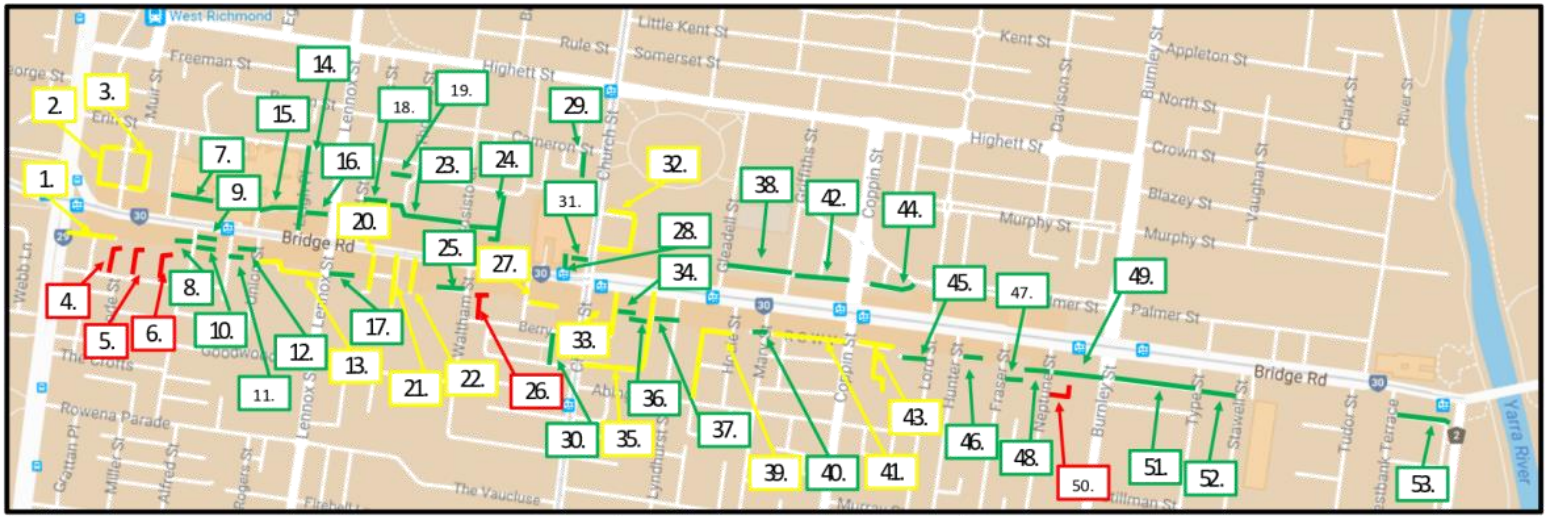
Bridge Road



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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
1: Napier Lane (from Hoddle Street to END)	**Existing Conditions:** • Carriageway width – 3.85m • Trafficable width – 4.3m • Traffic management – Two-way • Parking – Car park attached to eastern end of lane • Footpaths – No footpaths • Material – Bluestone • Layout features – There is a connecting ROW to the south which connects to Sherwood Street, however bollards block access. **Constraints: Partially Constrained** • Limited Carriageway	Remove road block in the north-south connecting ROW to allow for one-way flow from Hoddle Street to Sherwood Street. **Reason:** If the road block is removed, then one-way flow can be achieved and should be directed away from Hoddle Street. This eliminates vehicle conflict without the need for widening.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
2: ROW (from west side Moorhouse Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout features –there is a connecting northbound ROW which loops back to Moorhouse Street, with splays at the corners **Constraints: Partially Constrained** • Lack of passing opportunities • Lack of sight distance around bends.	No changes required due to short length serving properties to be developed.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
3: ROW (from east end of Moorhouse Street to END)	**Existing Conditions:** • Carriageway width – 3.2-3.25m • Traffic Management – Two-way • Parking – Car park at east end of ROW • Footpaths – No footpaths • Material – Bluestone • Layout features – connecting ROW to the north which loops back to Moorhouse Street, with splays on each corner **Constraints: Partially Constrained** • Lack of passing opportunities • Lack of sight distance around bends.	No changes required due to short length serving properties to be developed.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
4: ROW (East-West section of westernmost ROW from Sherwood Street)	**Existing Conditions:** • Carriageway width – 2.7m-3m • Road reservation – 3.95m-4.75m • Traffic management – Two-way • Parking – kerbside parallel both sides • Footpaths – No footpaths • Materials – Asphalt • Layout features – connected to ROW at the south, of width 3.6m, with no splays provided. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	Increase width of road to 6m for east-west section by setting back properties along Bridge Road. **Reason:** To facilitate rear vehicle access to properties fronting Bridge Road, an increased ground level setback is necessary. This manages vehicle conflict in the laneway by providing space for vehicles to pass and facilitates vehicle turning at the bend of the ROW.	

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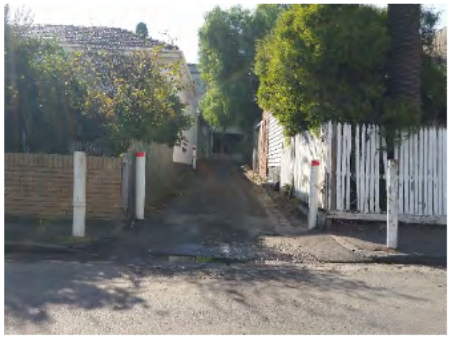
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
5: ROW (East-West section of middle ROW from Sherwood Street)	**Existing Conditions:** • Carriageway width – 4.6m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpath • Material – Asphalt • Layout features – connected to ROW at the south, of width 3.5m, with no splays provided. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	Increase width of road to 6m for east-west section by setting back properties along Bridge Road. **Reason:** To facilitate rear vehicle access to properties fronting Bridge Road, an increased setback is necessary. This manages vehicle conflict in the laneway by providing space for vehicles to pass and facilitates vehicle turning at the bend of the ROW.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
6: ROW (easternmost ROW from Sherwood Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Narrow width and bend at north end. Setback property on western side. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	Increase width of road to 6m for east-west section by setting back properties along Bridge Road. **Reason:** To facilitate rear vehicle access to properties fronting Bridge Road, an increased setback is necessary. This manages vehicle conflict in the laneway by providing space for vehicles to pass and facilitates vehicle turning at the bend of the ROW.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
7: ROW (from Normanby Place to END)	**Existing Conditions:** • Carriageway width – 3.3m, widens at intersection with Normanby Place • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Asphalt • Layout features – Hospital uses this ROW **Constraints: Unconstrained laneway** • Passing area at entrance to laneway	No Changes. Maintain existing passing area at entrance.	
8: ROW (from west side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 5.3m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Bluestone **Constraints: Unconstrained laneway** • Wide enough for two-way traffic flow • Short length	No changes required due to short length.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
9: ROW (from east side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – short and narrow **Constraints: Unconstrained laneway** • Short • Limited development potential	No changes required due to short length.	
10: ROW (from east side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 3.8m • Traffic management – Two-way • Parking – Car park on south side • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short • Limited development potential	No changes required due to short length.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
11: ROW (from Verity Street to END)	**Existing Conditions:** • Carriageway width – 6.05m • Traffic management – Two-way • Parking – Open tandem parking for adjacent properties • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short Limited development potential	No changes required due to short length.	
12: ROW (West side of Union Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, No Entry to Union Street from Bridge Road • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short • Limited development potential	No changes required due to short length.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
13: ROW (East side of Union Street to Lennox Street)	**Existing Conditions:** • Carriageway width – 3.7m-3.75m • Traffic management – Two-way, No Entry to Union Street from Bridge Road • Parking – No parking • Footpath – No footpath • Material – Asphalt and Bluestone • Layout features – there is a kink involving two 90-degree bends. A splay is provided on one side of the northern bend **Constraints: Partially Constrained** • Non-functional kink breaks laneway into two parts	Make one-way from Lennox Street to Union Street. **Reasons:** Passing area is not possible, due to heritage buildings.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
14: Leigh Place (from Bridge Road to Erin Street)	**Existing Conditions:** • Carriageway width – 5.7m • Road reserve – 9m • Traffic management – Two-way for northern section, One-way for southern section connecting to Bridge Road • Parking – No parking • Footpath – Footpath on west side • Material – Asphalt **Constraints: Unconstrained laneway** • One-way	No changes required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
15: ROW (from Leigh Place to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Slight kink at the middle, still easily traversable **Constraints: Unconstrained laneway** • Short	No changes required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
16: Corns Place (from Leigh Place to Lennox Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, must turn left at Leigh Place • Parking – Car park at midpoint of ROW • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained** • Short • Continuous • Could be made one-way	No changes required.	
17: Kurnagar Lane (from Lennox Street to END)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: (Unconstrained laneway)** • Short • Low development potential	Passing area required at entrance to manage vehicle conflict onto Lennox Street by a setback of #132 Bridge Road. Heritage building at #132 Bridge Road a potential constraint. **Reason:** Avoid vehicle conflict and queuing on Lennox Street.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
18: ROW (from Judd Street to Carpark)	**Existing Conditions:** • Carriageway width – 6m (including mountable kerbing) • Traffic management – Two-way • Parking – No parking • Footpath – Mountable footpath on south side • Material – Asphalt **Constraints: (Unconstrained laneway)** • Short Mountable kerbing allows for two-way passing	No changes required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
19: ROW (from Hull Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Small number of adjacent properties	No changes required.	

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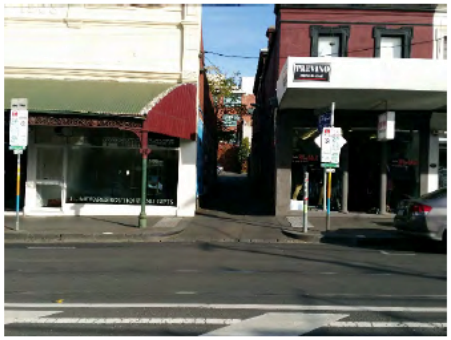
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
20: Wustemenn Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 2.65m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt • Layout Features – Narrow width, shares car park with Allowah Terrace **Constraints: Partially constrained** • Lack of passing area • Dead end • Could be connected to Allowah Terrace	No changes.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
21: Allowah Terrace (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 2.6m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Bluestone • Layout features – Narrow width, shares car park with Wustemenn Place **Constraints: Partially constrained** • Lack of passing area • Dead end • Could be connected to Wustemenn Place	No changes.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
22: Peluso Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 4.1m-4.85m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt **Constraints: Partially constrained** • Lack of passing area • Dead end	Connect to Sheridan Place (#25) and make one-way westbound. **Reason:** Heritage buildings prevent providing a passing area. A one-way arrangement will limit vehicle conflict on Bridge Road with access to Sheridan Place.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
23: Leggo Place (from Bosisto Street to END)	**Existing Conditions:** • Carriageway width – 7.6m • Traffic management – Two-way • Parking – Large Car park at western end • Footpath – No footpath • Material – Asphalt • Layout Features – Has a kink at the end, and connects to a large car park **Constraints: Unconstrained laneway** • Sufficient width for two-way traffic	No changes required, sufficient width for two-way operation.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
24: ROW (from Bosisto Street to Hull Street)	**Existing Conditions:** • Carriageway width – 3.5m-4.3m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Asphalt • Layout features – Already 'built out' to a large degree **Constraints: Unconstrained Laneway** • Properties already developed	No changes required, laneway already 'built out'.	
25: Sheridan Place (from Waltham Street to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short	Connect to Peluso Place (#22) and make one-way. **Reason:** Heritage buildings prevent providing a passing area. A one-way arrangement will limit vehicle conflict on Bridge Road/Lennox Street.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
26: ROW (from Berry Street to END)	**Existing Conditions:** • Carriageway width – 3.05m-3.3mm • Traffic management – Two-way, Berry Street is one-way (westbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – has a T-intersection at the northern end, with splays on both corners. **Constraints: Highly constrained** • Length • T-shape	Provide a width of 6m for the east-west section by setting back properties fronting Bridge Road. It is preferred to minimise parking and access given the narrow laneway and need to divert traffic through Berry Street. **Reason:** This widening allows for vehicle access to properties fronting Bridge Road, vehicle passing and vehicle access around the 'T' intersection of the ROW.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
27: Alban Street (from Eucalyptus Street to END)	**Existing Conditions:** • Carriageway width – 5.8m • Traffic management – Two-way • Parking – Parking along the north side of Alban Street • Footpath – No Footpath • Material – Asphalt **Constraints: Partially constrained** • Wide enough for two-way traffic • Parking arrangements make two-way traffic flow unachievable	Review on-street car parking arrangements. **Reason:** Review car parking as under current arrangements, two-way flow is not achievable when vehicles are parked within Alban Street. Changes should be made when or if required, given development potential from Alban Street is low and length of laneway is short.	
28: ROW (from Bridge Road to END, opposite Eucalyptus Street)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	No changes required. A redevelopment of Richmond Plaza is unlikely to use this lane for vehicle access.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
29: Henry Street (from Cameron Street to END)	**Existing Conditions:** • Carriageway width – 3.9m • Traffic management – Two-way, speed humps • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short	Passing area required at entrance using #196-198 Church Street. **Reason:** Significant development potential off this laneway is likely to require a passing area.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
30: ROW (from Berry Street to Hodgson Terrace)	**Existing Conditions:** • Carriageway width – 4.15m • Traffic management – Two-way, Berry Street is one-way (westbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Berry Street is a narrow street (3.5m road), and a splay is provided on the southeast corner of the intersection with the ROW to assist movement. **Constraints: Unconstrained laneway** • Short • Low development potential	No changes required due to short length and low development potential.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
31: ROW (from Church Street to END)	**Existing Conditions:** • Carriageway width – 3.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** Short	No changes required due to short length.	

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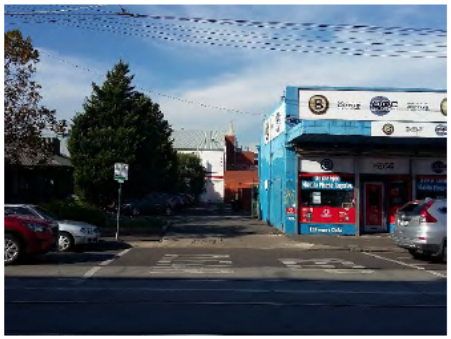
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
32: ROW (from Church Street to Church Street)	**Existing Conditions:** • Carriageway width – 4m-4.7m • Traffic management – ROW is entry only for the northern section, however, an exit lane is provided via adjacent McDonalds car park, so is considered two-way for all practical purposes. • Parking –No parking • Footpath – No footpath • Material – Asphalt • Layout features – There are two 90 degree turns which loop the ROW back to Church Street. Splays are provided at each bend, and the ROW has enough width to allow for unimpeded turning. **Constraints: Partially constrained** • Narrow • U-shaped • Lack of passing without 'McDonalds' site, however surrounding McDonalds site means that access issues could be easily resolved with re-development	Maintain current layout in any future development of the McDonalds site. **Reason:** Current layout which includes the land of #227-235 (McDonalds) and loops around the existing building from the north to the south. Given this loop arrangement, vehicle conflict can be managed through a one-way arrangement (i.e. enter ROW from north entrance, exit at south).	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
33: Tullo Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 3.95m-4.55m • Road reserve – 6.2m-6.8m • Traffic management – Two-way, no right turn at Bridge Road • Parking – No Parking • Footpath – Footpath on west side • Material – Asphalt • Layout features – There is a connecting ROW on the east side of the road, with no splays provided **Constraints: Partially Constrained** • Lack of passing area • Could be converted shared zone for two-way traffic (footpath removed)	Option to create shared zone for vehicles and pedestrians. **Reason:** Footpath can be removed to allow for a carriageway width that provides for two-way traffic flow while improving the pedestrian environment. Passing area reduces vehicle conflict at Bridge Road.	

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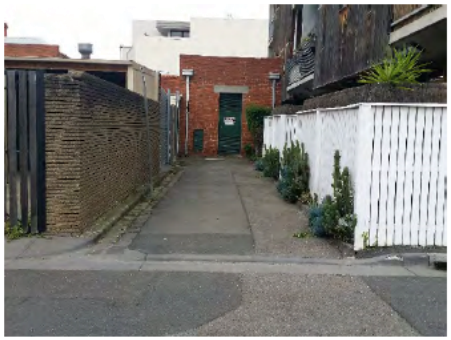
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
34: ROW (from Tullo Place to END)	**Existing Conditions:** • Carriageway width – 3.3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Connected to Tullo Place, with no splays provided **Constraints: Unconstrained laneway** • Short • Low development potential	No changes required due to short length.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
35: Waterloo Place (from Bridge Road to Church Street)	**Existing Conditions:** • Carriageway width – 4.4m • Road reserve – 6.2m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow footpaths on both sides • Material – Asphalt • Layout features – Waterloo Place has a 90-degree bend connecting it from Bridge Road to Church Street. A splay is provided at the bend on the northwest corner. There are also two ROWs connected to Waterloo Place **Constraints: Partially Constrained** • Lack of two-way passing opportunities • Length • Could be made one-way	No changes required. This laneway abuts properties largely outside of the study area. It has sufficient width for future conversion into a shared zone or to be made one-way, if required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
36: ROW (from Waterloo Place to END)	**Existing Conditions:** • Carriageway width – 3.5m (with additional property boundary setback of 2.55m) • Traffic management – Two-way • Parking – Private parking on south side within property setback • Footpath – No footpath • Material – Bluestone • Layout features – A property boundary setback allows for turning into ROW from Waterloo Place **Constraints: Unconstrained laneway** • Short	No changes required due to short length.	

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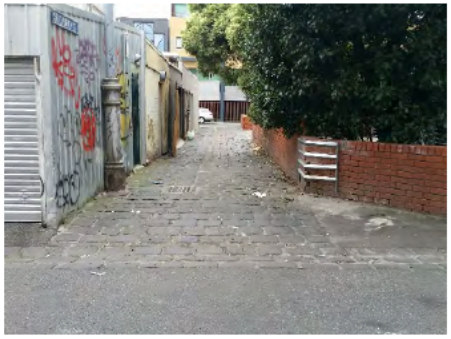
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
37: ROW (from Waterloo Place to Lyndhurst Street)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way, Lyndhurst Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – A splay on the southeast corner of Waterloo Place and the ROW is provided to assist turning. **Constraints: Unconstrained laneway** • Short • Continuous	No changes required due to short length.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
38: ROW (from Gleadell Street to Griffiths Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	One way in the westbound direction. **Reason:** The road is only wide enough for one-way flow. One-way westbound provides a higher level of access compared to eastbound due to existing turn bans at Gleadell Street. Alternatively, setbacks and passing bays can be provided along the laneway. One way reduces vehicle conflict, and assists management of pedestrian volumes in laneway under existing conditions.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
39: Spencer Place (from Hosie Street to Abinger Street)	**Existing Conditions:** • Carriageway width – 3.45m-3.8m • Traffic management – Two-way, Hosie Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt and bluestone • Layout features – There is a 90 degree bend in Spencer Place, with a splay provided on the southeast corner. There is another connecting ROW, which connects back to Hosie Street, with a splay also provided. **Constraints: Partially Constrained** • Long • Lack passing opportunities	No changes required. A future change to one-way operation is a potential option, if required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
40: Pandoleon Lane (from Mary Street to END)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way, Mary street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	No changes required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
41: ROW (from Mary Street to Coppin Street)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way, Mary Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Straight, limited splays on intersecting ROWs. **Constraints: Partially Constrained** • Length • No passing area • Continuous, could be one-way	One-way in the westbound direction. **Reason:** Lane is long with no passing opportunities. This allows for current one-way arrangements on Mary Street to be maintained. Alternatively, setbacks and passing bays can be provided along the laneway.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
42: ROW (from Griffiths Street to Coppin Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, must enter and exit via left on Coppin Street • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the north, with splays provided on both corners of the intersection. **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	No changes required due to low development potential. Can be made one-way in future if required.	

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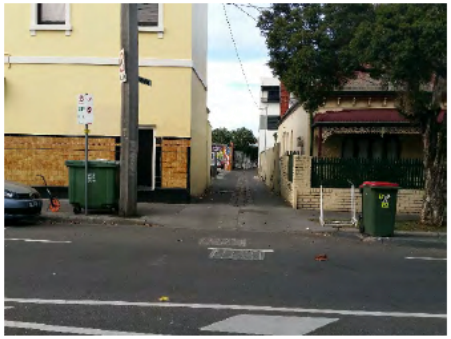
Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
43: Foster Place (from Coppin Street to END)	Existing Conditions: • Carriageway width – 3.15m-3.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW of 4m width to the south, with no splays provided. Constraints: Partially Constrained • Lack of passing area on east-west link • T intersection	Provide 6m passing area where possible, avoiding heritage buildings. **Reason:** Lane is narrow and does not allow for two-way flow. A passing area cannot be provided at the entrance due to a heritage building.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
44: ROW (from Coppin Street to Palmer Street)	**Existing Conditions:** • Carriageway width – 3.7m-5.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the north, with no splays provided at the intersection, however, properties on the south are set back. **Constraints: Unconstrained laneway** • Continuous • Short	No changes required. Can be made one-way in future if required.	

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Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
45: ROW (from Lord Street to END)	**Existing Conditions:** • Carriageway width – 3.55m, widened by adjacent development • Traffic management – Two-way, Lord Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Provides two-way traffic	No changes required due to short length and effective widening has already taken place.	
46: ROW (from Hunter Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	No changes required due to short length.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
47: ROW (from Hunter Street to END)	**Existing Conditions:** • Carriageway width – 4.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout features – appears to have been consumed as private property **Constraints: Unconstrained laneway** • Short Low development potential	No changes required due to short length.	
48: ROW (from Neptune Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	No changes required. Parking arrangements at Neptune Street could be reviewed to allow for more passing opportunities.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

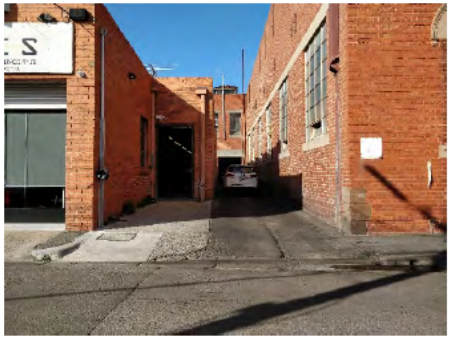
Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
49: ROW (from Neptune Street to Burnley Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must exit/enter left at Burnley • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	No changes required due to short length, and connection at both ends. Changes are unlikely to be required.	

Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
50: ROW (from Neptune Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – ROW bends 90 to the north with no spays provided. North-south section is not trafficable and requires splays **Constraints: Highly Constrained** Requires splays on the corners	Splays required on #23 to make trafficable.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
51: ROW (from Burnley Street to Type Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the south, with no splays provided at the intersection. **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	One-way in the westbound direction. **Reason:** Long laneway width no passing opportunities.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
52: ROW (from Type Street END)	**Existing Conditions:** • Carriageway width – 5m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on south side • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	No changes required due to low development potential and short length. Can be made one-way in future if required.	
53: Park Avenue (east-west section abutting Bridge Road properties from Westbank Terrace to bend)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on south side • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight, could be one-way	No changes required due to low development potential. Can be made one-way in future if required.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix G

Victoria Street & Bridge Road Activity Centres Traffic Study: ROW Recommendations

Street Name	Description	Recommended Changes	Photo
Eucalyptus Street	**Existing Conditions:** • Carriageway width – 3.45m-5.95m • Road Reserve – 5.95m • Traffic management – Two-way • Parking – No Parking • Footpaths – Narrow footpath on both sides • Material – Asphalt Layout features – Road provides passing area at intersection with Bridge Road, however road narrows soon after, providing no other opportunities for passing.	Review convesion into a true shared zone where pedestrians and vehicles share road space and allow two vehicles to pass one another, particularly at Bridge Road.	
Neptune Street	**Existing Conditions:** • Carriageway width – 7.1m • Road Reserve – 9.8m • Traffic management – Two-way • Parking – Parallel parking on both sides • Footpaths – Narrow footpath on both sides • Material – Asphalt Layout features – Parking on each side of the road only allows for one-way traffic flow.	On-street car parking arrangements to be reviewed. **Reason:** Carraigeway currently allows parking on both sides of the road and a single lane for two-way traffic. Development potential accessing Neptune Street might necessitate removing some on-street parking to provide passing areas along Neptune Street.	

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Appendix H

Draft DDOs

Traffix Group G22791R-02B

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Vehicular Access Requirements – Victoria Street and Bridge Road

NB – The provisions of DDO21 – Bridge Road and DDO22 – Victoria Street have been edited as below. In the permanent controls, it is anticipated that each of the 10 precincts in Victoria Street and Bridge Road will have a separate DDO.

Additions or changes are underlined or ~~struck through~~. The changes are based on recent amendments such as Swan Street, Queens Parade and proposed interims in Collingwood / Fitzroy. They will be finalised based on the outcomes of the Access and Movement review being undertaken by Traffix and will be tailored to the specific precinct.

Vehicular, car parking and loading access requirements

Development ~~must~~ should provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plan x of this schedule. (ADD IN EXCEPTIPN FOR LEFT IN/LEFT OUT IF NEEDED ie except in locations identified as "Left in - Left Out Access Permitted" in the Access and Movement Plan x of this schedule.)

Development identified as "Left in - Left Out Access Permitted" in the Access and Movement Plan should limit the width of vehicle crossovers and incorporate 'Left in' and 'Left out' only vehicle access. (ONLY ADDED IF NEEDED)

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Car parking should be located within a basement or concealed from the public realm.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development at XXXXX, as shown in Plan X, should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback and laneway should be a minimum width of Xm in total. Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

ADD ACCESS AND MOVEMENT PLANS (ONE FOR EACH PRECINCT)

Pedestrian and Bicycle Access

Pedestrian access to buildings, ~~including upper level apartments, must be from a street or a shared zone~~ should be achieved via streets (or shared zone shown on the Access and Movement Plan X of this schedule) and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance ~~must~~ should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a future shared zone as shown on Plan X.

Development should improve the pedestrian environment and amenity of streets and laneways that provide a pedestrian connection to XX Street, XX Street, North Richmond Train Station, and entrances to buildings.

Attachment 4 - Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

DRAFT

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

__/__/__
Proposed
291yara

SCHEDULE 41 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO41.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 1 BRIDGE ROAD WEST

1.0 Design objectives

To support mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.

To support high quality taller development on the north side of Bridge Road between Lennox Street and Church Street which transitions to the adjacent low-rise residential neighbourhoods.

To ensure development retains view lines to the Pelaco Sign, the Richmond Town Hall Clocktower and the spire and belfry of St Ignatius Church.

To ensure development enhances the pedestrian experience through street activation and passive surveillance, the creation of new through-block links and protecting sunlight access to the southern side of Bridge Road, Church Street, Lennox Street and Alexander Reserve.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, the Former Napier Hotel at 2 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 1 Bridge Road West

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	38-44 Bridge Road - 10 m Elsewhere - 6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface B		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	13m
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Built form	Mandatory requirement	Preferred requirement
		11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	72 Bridge Road – 6m	6m for heritage 3m for other buildings
Interface F		
Maximum street wall height	None specified	8m
Maximum and minimum street wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Lennox Street and Church Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

A permit should not be granted to construct a building or construct or carry out works that would cause any additional overshadowing of the following space between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- Alexander Reserve.

Interface to residential properties in NRZ or GRZ requirements

- Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.
- Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.
- Development at the rear of 72 Bridge Road must be set back an additional 3m above the street wall in addition to heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks (as shown on Plan 1 and listed below):

- the Pelaco sign when viewed from:
  - Tram Stop 13 on Wellington Street immediately west of Simpson Street (View 1);
  - the footpath on the north west corner of Wellington Parade (View 2); and
  - south-west corner of intersection of Church Street and Hodgson Terrace (View 3).
- the tower belfry and spire of St Ignatius Cathedral when viewed from:
  - the tram stop at the intersection of Victoria Street and Church Street (View 1); and
  - the north east corner of the Bridge Road and Church Street intersection (View 2).
- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
  - south-west corner of Lennox Street and Bridge Road intersection (View 1).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

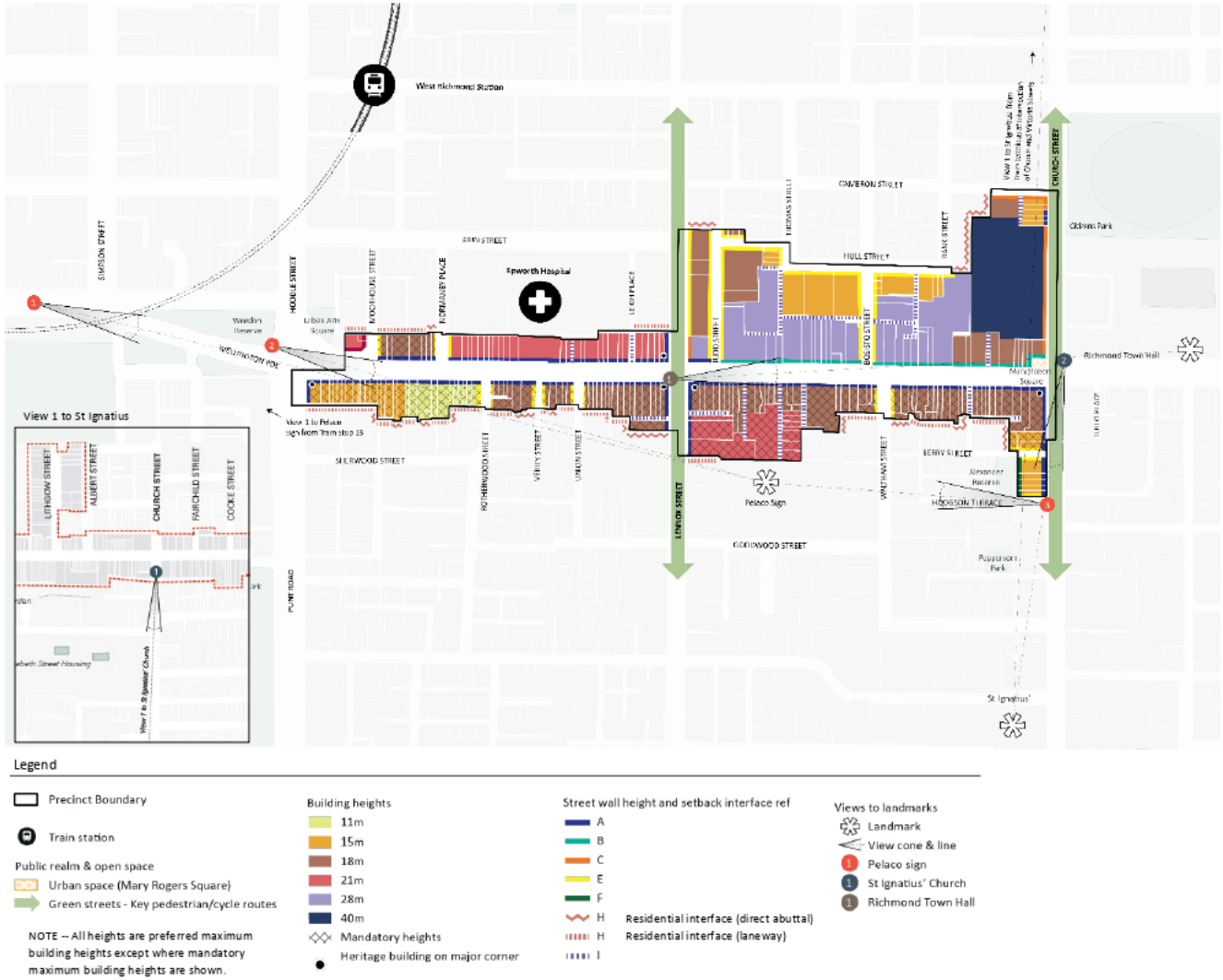
Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

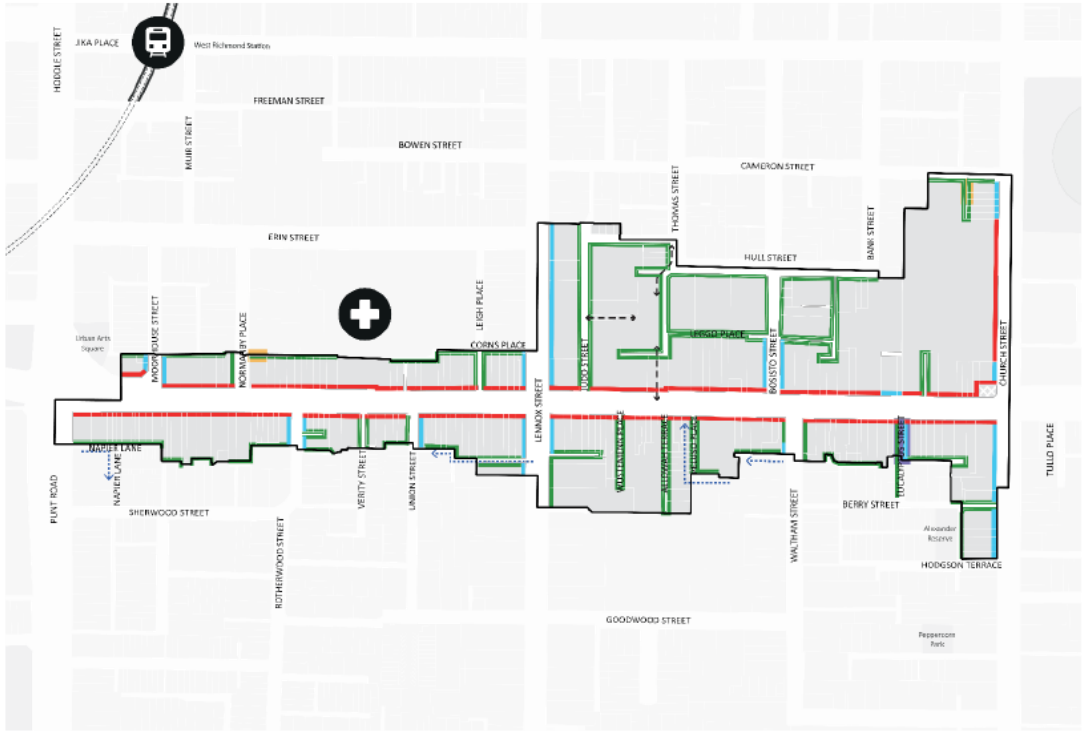
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 1 Bridge Road West



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 1 Bridge Road West



Legend

- Precinct Boundary
- Access Preferred
- Access Not Preferred
- Access Not Supported
- Potential Future Shared Zones
- Passing Areas
- Potential Pedestrian Links
- Setbacks
- Potential Future One Way Streets
- Train Station

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

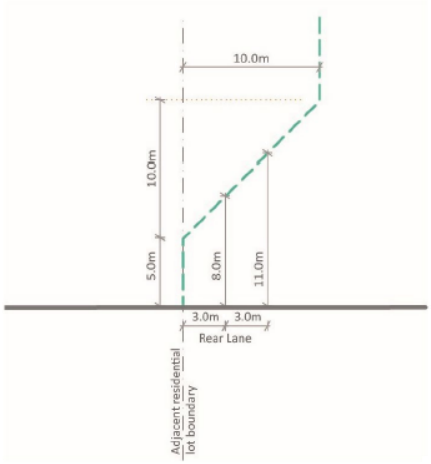
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 41 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 42 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO42.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 2 BRIDGE ROAD SOUTH

1.0 Design objectives

To support lower mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.

To ensure development retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of the St Ignatius Church.

To retain the visual prominence of the return facades of corner heritage buildings and local landmarks.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Bridge Road and side streets and protects sunlight access to Church Street and Burnley Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks - The Vine Hotel, 254 Bridge Road and the Spread Eagle Hotel, 372 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks for Precinct 2 Bridge Road South

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m minimum	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m minimum
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m minimum for heritage 3m minimum for other buildings
Minimum upper level setback	3m minimum for heritage buildings.	6m minimum for other buildings
Interface I		

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Built form	Mandatory requirement	Preferred requirement
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from centreline of laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Church Street, Gleadell Street, Griffiths Street, Gardner Street, Coppin Street (north of Bridge Road) and Burnley Street measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks (as shown on Plan 1 and listed below):

- the tower belfry and spire of St Ignatius Cathedral when viewed from:
  - the tram stop at the intersection of Victoria Street and Church Street (View 1);
  - the north east corner of the Bridge Road and Church Street intersection (View 2); and
  - Citizens Park at the entrance from Highett and Gleadell Street intersection (View 3).
- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
  - south-east corner of Burnley Street and Bridge Road intersection (View 2).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

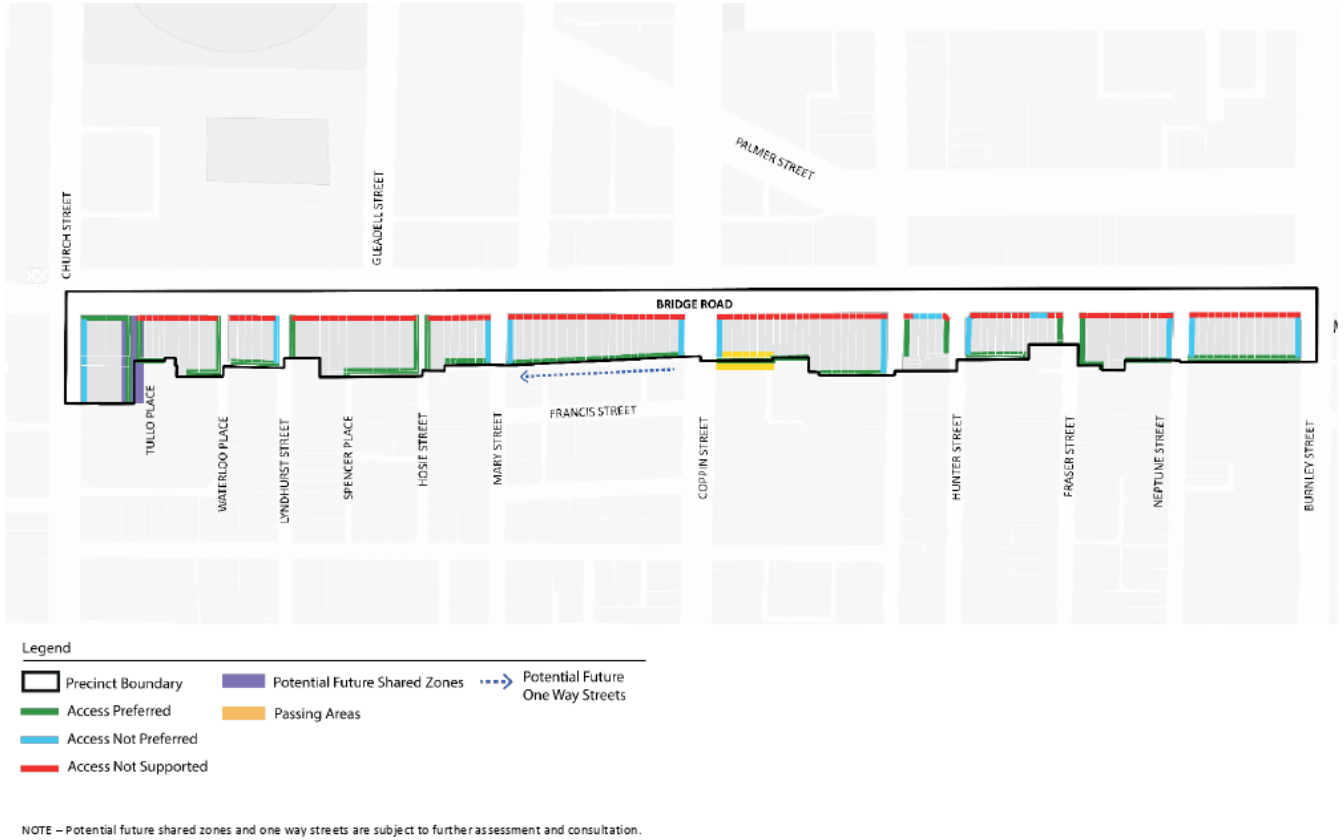
Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 2 Bridge Road South

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 2 Bridge Road South



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

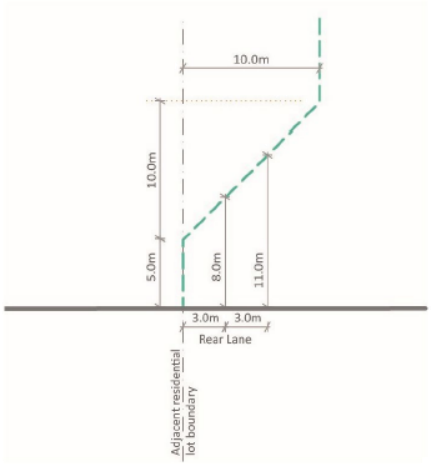
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 42 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 43 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO43.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 3 BRIDGE ROAD CENTRAL

1.0 Design objectives

To support lower mid-rise development that retains the visual prominence of heritage buildings, heritage streetscape, local landmarks and the visual separation and openness between the Richmond Town Hall and other heritage buildings.

To support high quality taller development on large sites behind Bridge Road which activate the street frontage and contribute to the public realm.

To ensure development retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of St Ignatius Church.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Bridge Road and its side streets and protects sunlight access to Church Street, Gleadell Street, Griffiths Street, Coppin Street and the southern side of Bridge Road.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plans 1A and 1B of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plans 1A and 1B of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plans 1A and 1B of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, the Former Richmond Police Station, 319-323 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 3 Bridge Road Central

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface B		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	13m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m minimum
Interface I		

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Built form	Mandatory requirement	Preferred requirement
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plans 1A and 1B:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Church Street, Gleadell Street, Griffiths Street, Gardner Street and Coppin Street (north of Bridge Road), measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plans 1A and 1B) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks (as shown on Plan 1A and 1B and listed below):

- the tower belfry and spire of St Ignatius Cathedral when viewed from:
  - the tram stop at the intersection of Victoria Street and Church Street (View 1);
  - the north east corner of the Bridge Road and Church Street intersection (View 2); and
  - Citizens Park at the entrance from Highett and Gleadell Street intersection (View 3).
- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
  - south-west corner of Lennox Street and Bridge Road intersection (View 1);
  - south-east corner of Burnley Street and Bridge Road intersection (View 2); and
  - Citizens Park at the at Highett Street / Church Street entry and the central entry from Highett Street (Views 3 and 4).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plans 1A and 1B should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

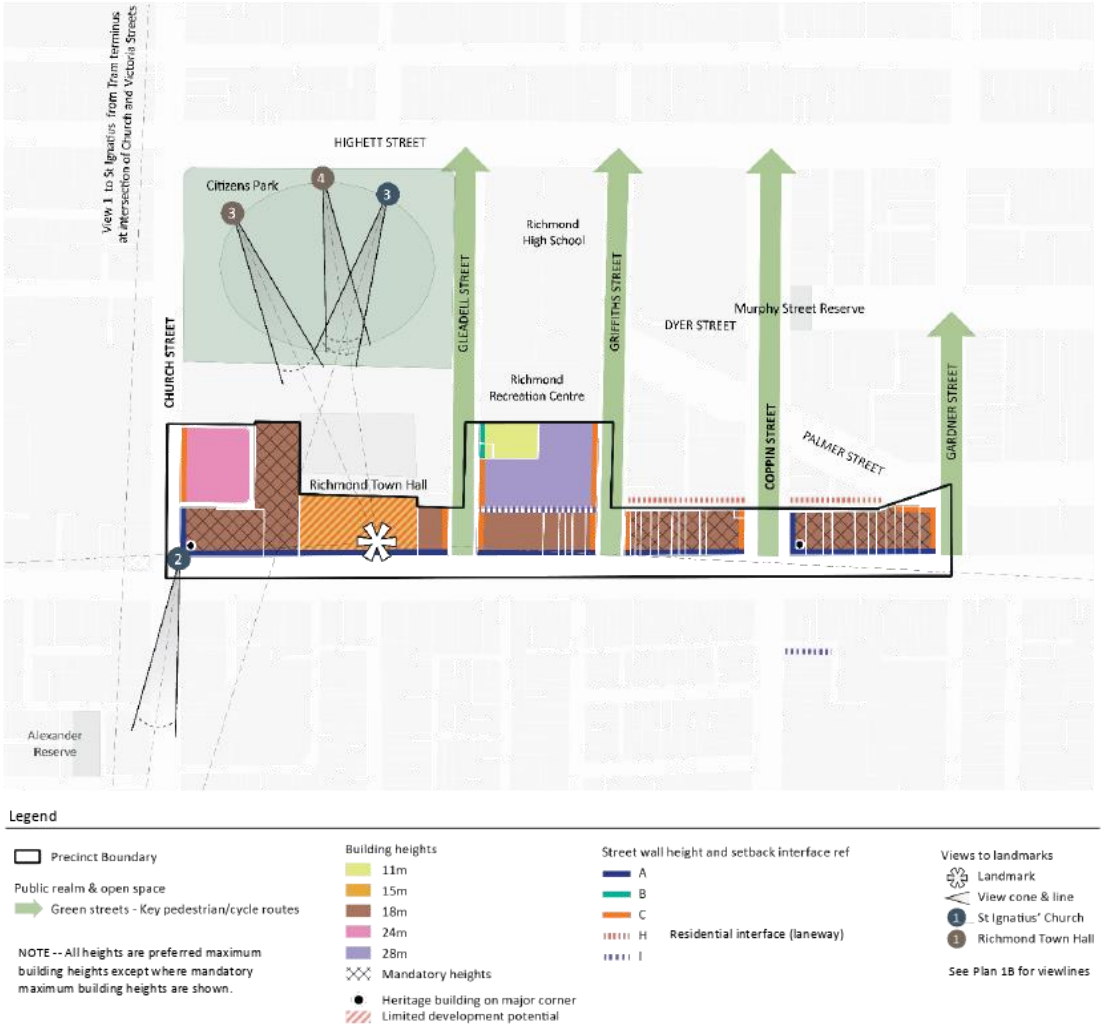
Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

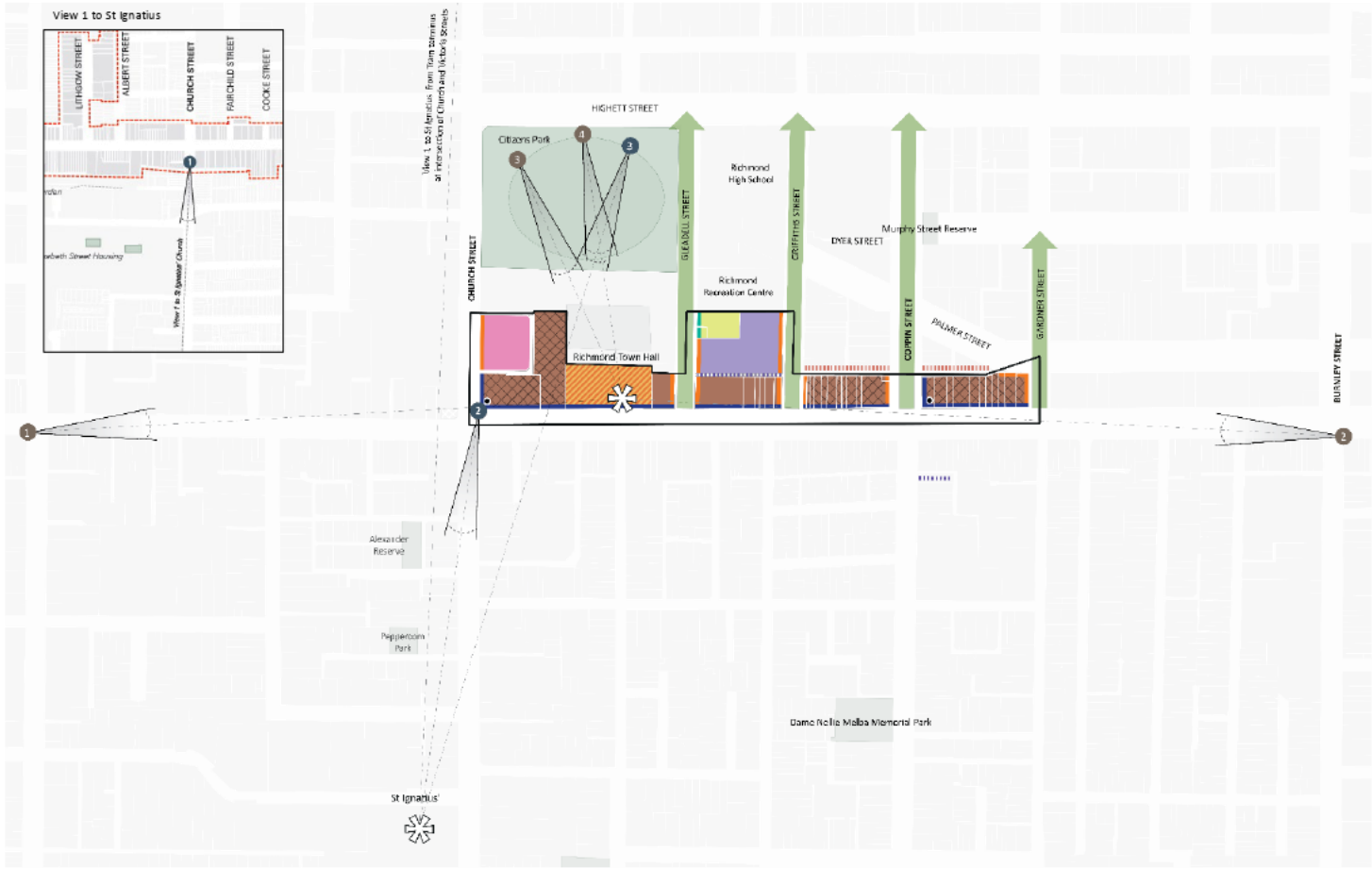
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1A: Height and Interface Plan – Precinct 3 Bridge Road Central



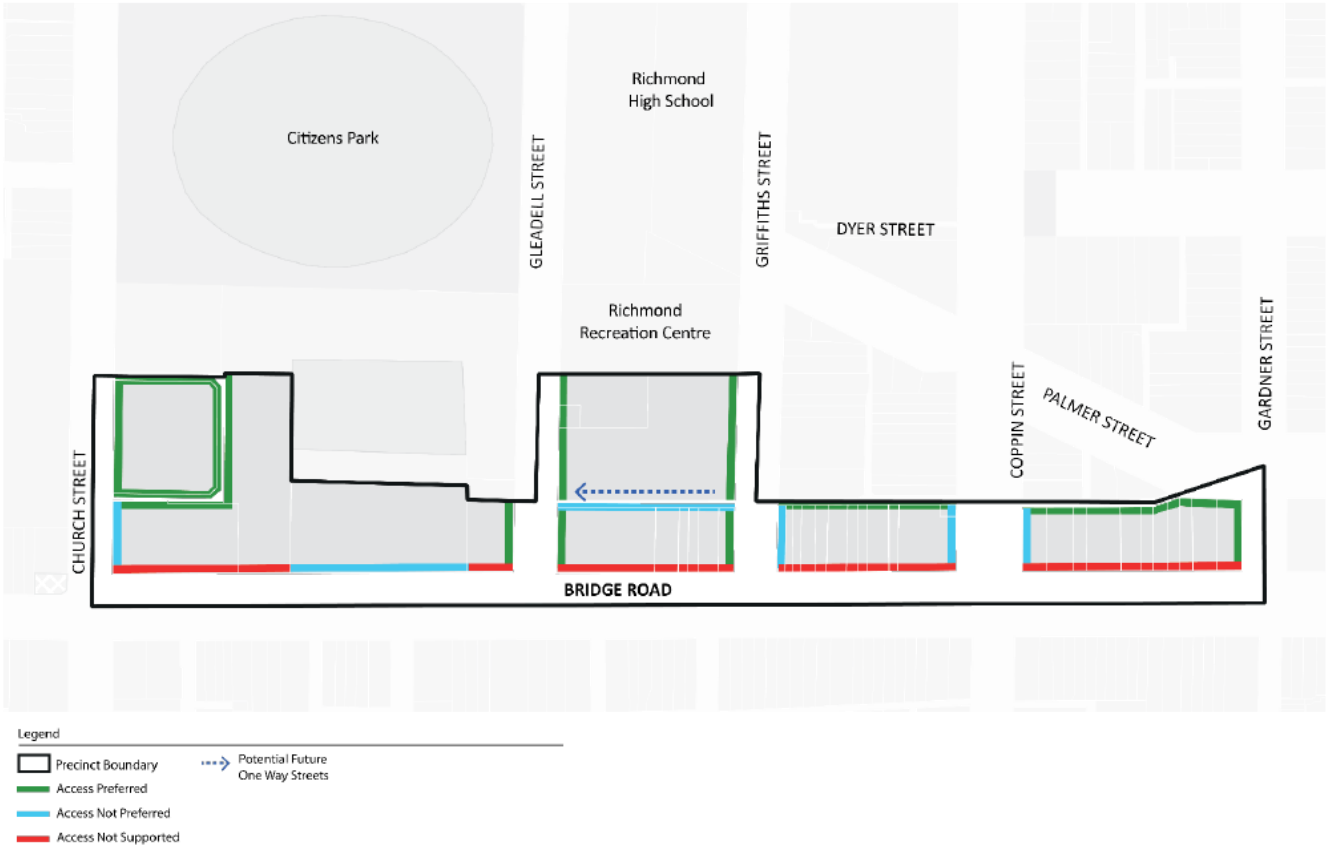
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1B: Height and Interface Plan (Viewlines) – Precinct 3 Bridge Road Central



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 3 Bridge Road Central



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

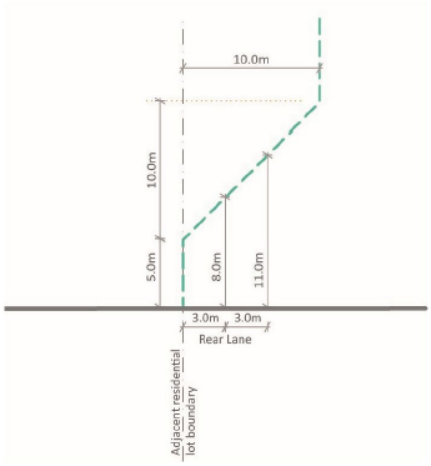
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 43 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 44 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO44.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 4 BRIDGE ROAD EAST SOUTH

1.0 Design objectives

To support mid-rise development on Bridge Road that maintains and reinforces the prominence of the street wall character.

To support taller development at 566 Bridge Road and 188-198 Burnley Street that provides a high quality transition to the adjacent Racecourse Heritage Precinct and lower scale residential areas, creates engaging street frontages and provides physical and visual permeability through breaks in the built form.

To ensure development maintains the visual prominence of local landmarks, Former Flour Mill and Grain Store Complex and Bridge Hotel, heritage buildings and heritage streetscapes.

To ensure development enhances the pedestrian experience through street activation and passive surveillance and protects sunlight access to Burnley Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks - the Former Flour Mill & Grain Store Complex, 534 Bridge Road (includes part 516-524 Bridge Road) and the Bridge Hotel, 642 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 4 Bridge Road East South

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m minimum	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. 566 Bridge Road - 2m landscape setback Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. 566 Bridge Road - 2m landscape setback Elsewhere - 0m
Minimum upper level setback	None specified	6m for heritage buildings 3m for other buildings

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Built form	Mandatory requirement	Preferred requirement
Interface F		
Maximum street wall height	None specified	8m
Minimum street wall setback	None specified	566 Bridge Road - 2m landscape setback Elsewhere - None specified
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Burnley Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Development at 566 Bridge Road should provide a 6m landscape setback to the eastern boundary with the Racecourse Heritage Precinct and to the southern boundary to 65 Stawell Street.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

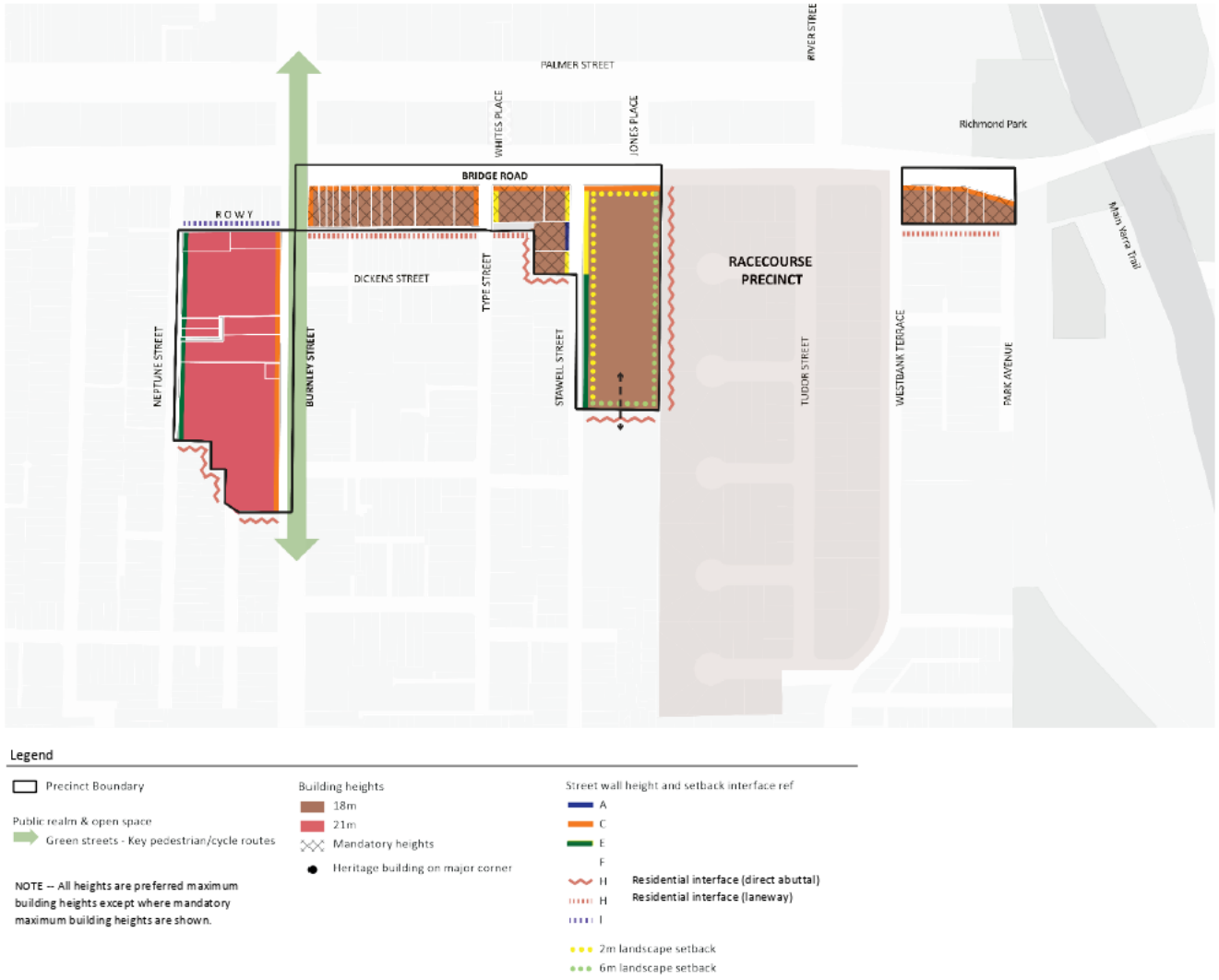
Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

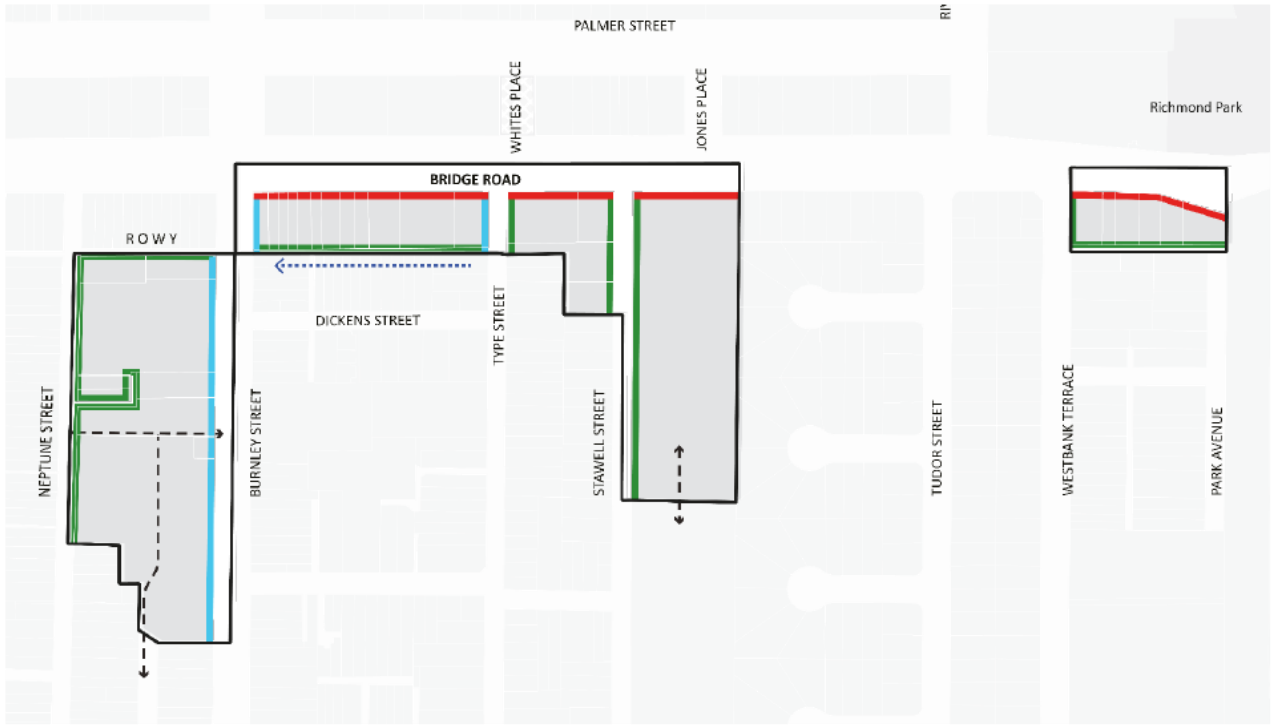
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 4 Bridge Road East South



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 4 Bridge Road East South



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

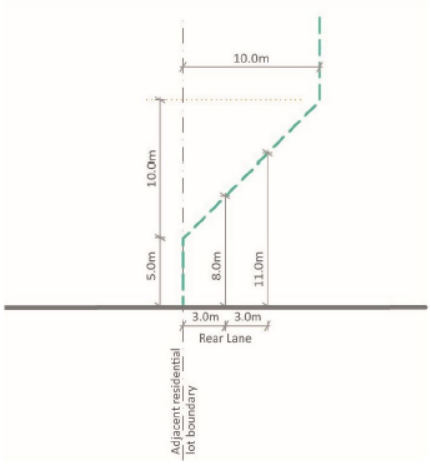
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 44 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 45 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO45.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 5 BRIDGE ROAD EAST NORTH

1.0 Design objectives

To support a new mid-rise character that creates a consistent taller built form edge on Bridge Road and Palmer Street and responds to the interface with industrial areas and low scale residential areas to the north.

To ensure development provides building separation and views to the sky above the street wall when viewed from the northern footpath of Palmer Street and/or the southern footpath of Bridge Road.

To ensure development maintains the visual prominence of the Royal Oak Hotel and other heritage buildings.

To ensure development enhances the pedestrian experience through street activation and surveillance and protecting sunlight access to the southern side of Bridge Road, Burnley Street and any potential future urban space at Whites Place.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, Royal Oak Hotel, 527-533 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;

- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 5 Bridge Road East North

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m minimum	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	6m minimum
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.

- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Burnley Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmark (as shown on Plan 1 and listed below):

- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from south-east corner of Burnley Street and Bridge Road intersection (View 2).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development should be designed to address the potential future urban space at Whites Place.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 5 Bridge Road East North

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 5 Bridge Road East North

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

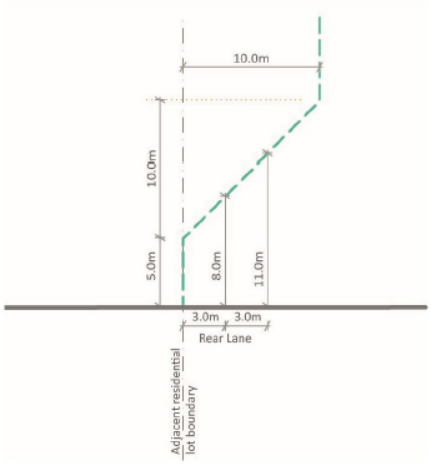
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 45 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 46 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO46.

VICTORIA STREET ACTIVITY CENTRE – PRECINCT 1 VICTORIA STREET WEST

1.0 Design objectives

To support lower mid-rise development that maintains the prominence of the heritage street wall and local landmarks and respects the architectural form and qualities of heritage buildings and the heritage streetscape.

To enhance the prominent south-west corner of Hoddle and Victoria Streets through high quality taller development that creates a strong address to each street frontage.

To ensure development respects and appropriately transitions to the low scale heritage buildings in Regent Street.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Victoria Street and its side streets, including Little Hoddle Street and protects sunlight access to the southern side of Victoria Street and the open space opposite the Victoria Street Gateway.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;

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- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along the northern side of Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, the former State Savings Bank, 231 Victoria Street.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;

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- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 1 Victoria Street West

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m for heritage buildings 3m for other buildings
Interface G		
Maximum street wall height	Retain existing street wall height for heritage buildings.	Other buildings – Match the parapet or roof height of the adjacent heritage building
Maximum and minimum street wall setback	Retain existing street wall height for heritage buildings.	None specified
Minimum upper level setback	7m for heritage buildings	7m for other buildings
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified

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Built form	Mandatory requirement	Preferred requirement
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

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Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

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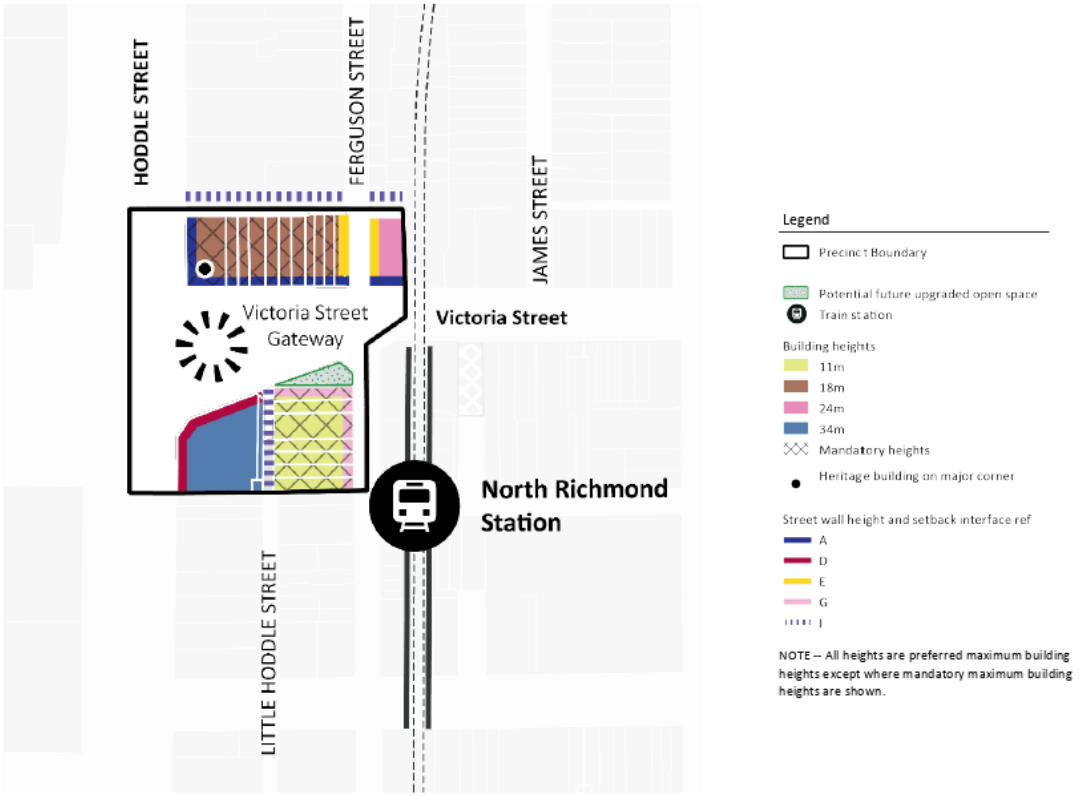
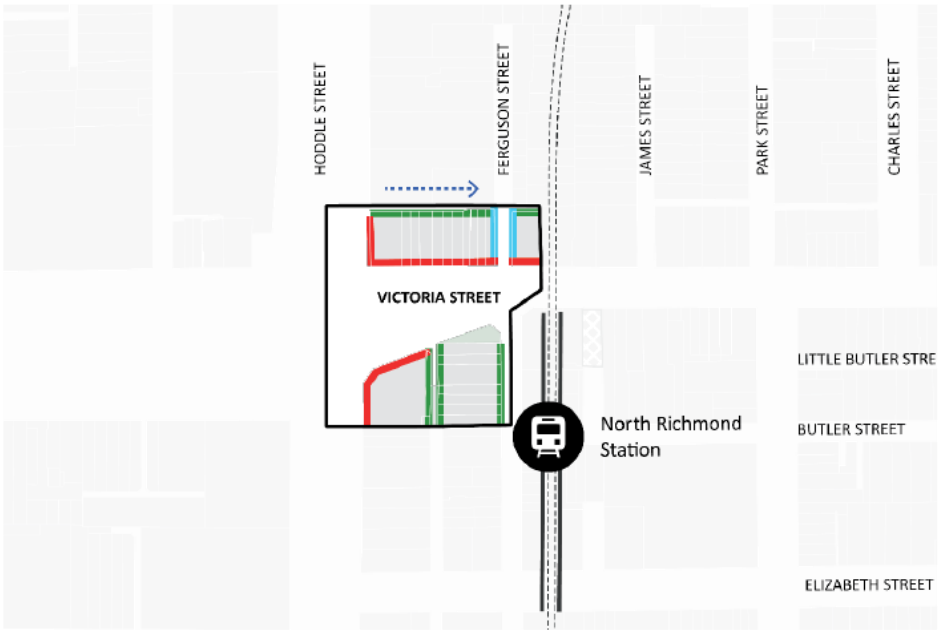
Plan 1: Height and Interface Plan – Precinct 1 Victoria Street West



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 1 Victoria Street West



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

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Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

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- The impact of the development on view lines to the Richmond Town Hall and Skipping Girl sign.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 47 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO47.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 2 VICTORIA STREET CENTRAL

1.0 Design objectives

To support mid-rise development that maintains and reinforces the prominence of the existing street wall and fine grain character and pattern of shops and restaurants along Victoria Street.

To ensure development respects the architectural form and qualities of heritage buildings, local landmarks and the heritage streetscape.

To support high quality new buildings adjoining North Richmond Station with mixed uses that activate and improve pedestrian connections to the station, including a potential future urban space at Jonas Street.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Victoria Street and its side streets, enhancing pedestrian connections to the North Richmond Station and protecting sunlight access to the southern side of Victoria Street, Shelley Street, Charles Street, Nicholson Street and the Butler Street Park.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge. In the case of a heritage building that is set back from the street, the height is measured from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, Former National Bank, 261 Victoria Street, Abbotsford.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 2 Victoria Street Central

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m minimum for heritage 3m minimum for other buildings
Interface I		
Maximum side/rear wall height	None specified	11m

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Built form	Mandatory requirement	Preferred requirement
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Shelley Street, Charles Street, Nicholson Street and Church Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

A permit should not be granted to construct a building or construct or carry out works that would cause any additional overshadowing of the following space between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- Butler Street Park.

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development should be designed to address the potential future urban space at Jonas Place.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

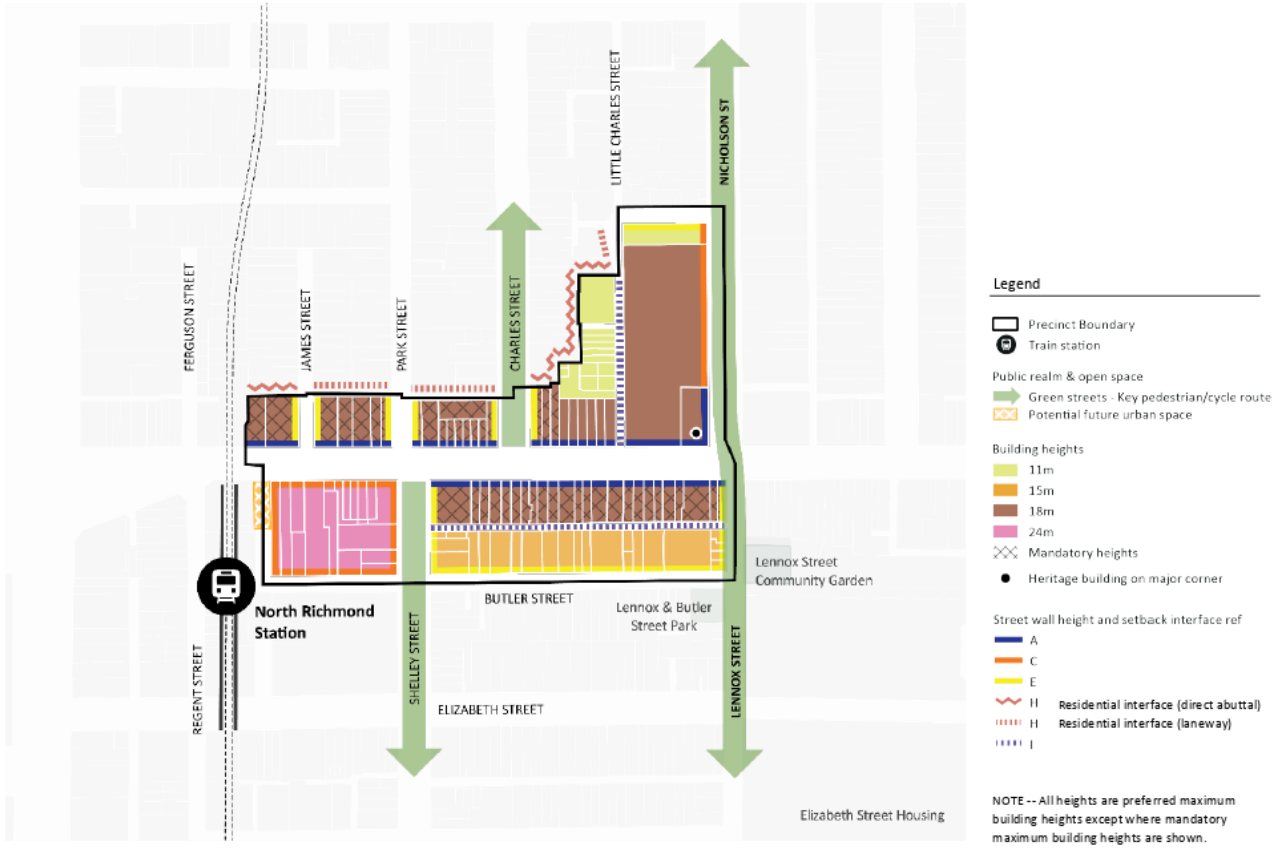
Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

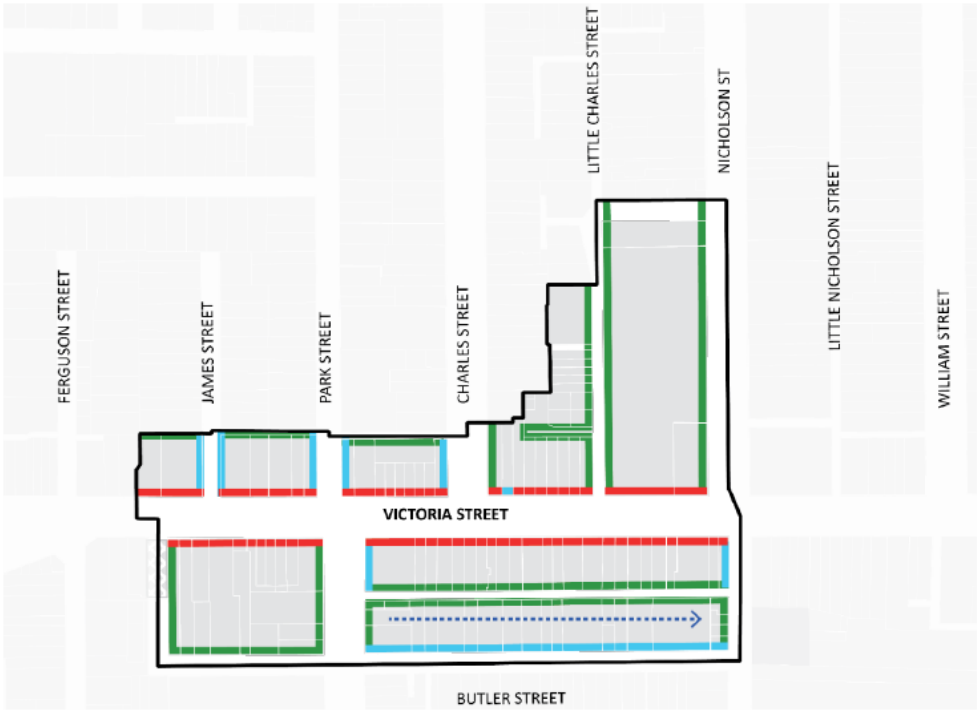
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 2 Victoria Street Central



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 2 Victoria Street Central



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Richmond Town Hall and Skipping Girl sign.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

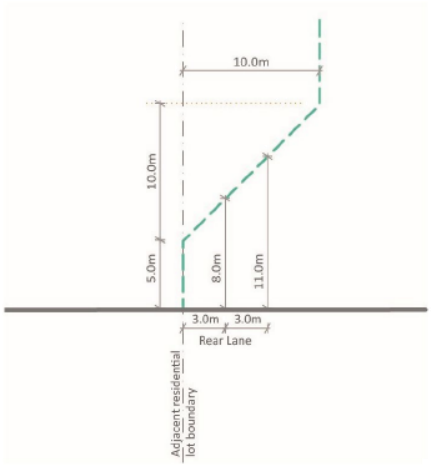
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 47 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 48 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO48.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 3 NORTH RICHMOND STATION

1.0 Design objectives

To promote quality building design and a new mid-rise character on Hoddle Street that reinforces the importance of the boulevard and improves its pedestrian environment and landscape character.

To support a new mid-rise character on Regent Street and on the larger sites east of the railway line with lower built form at the interfaces with streets and the adjoining low-rise residential areas.

To ensure development maintains the visual prominence of heritage buildings.

To ensure development enhances the pedestrian experience through street activation and passive surveillance to all streets, including Little Hoddle Street and the streets leading to the North Richmond Station and protects sunlight access to Elizabeth Street – a key pedestrian and cycling route.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

Where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 3 North Richmond Station

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the southern footpath of Elizabeth Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

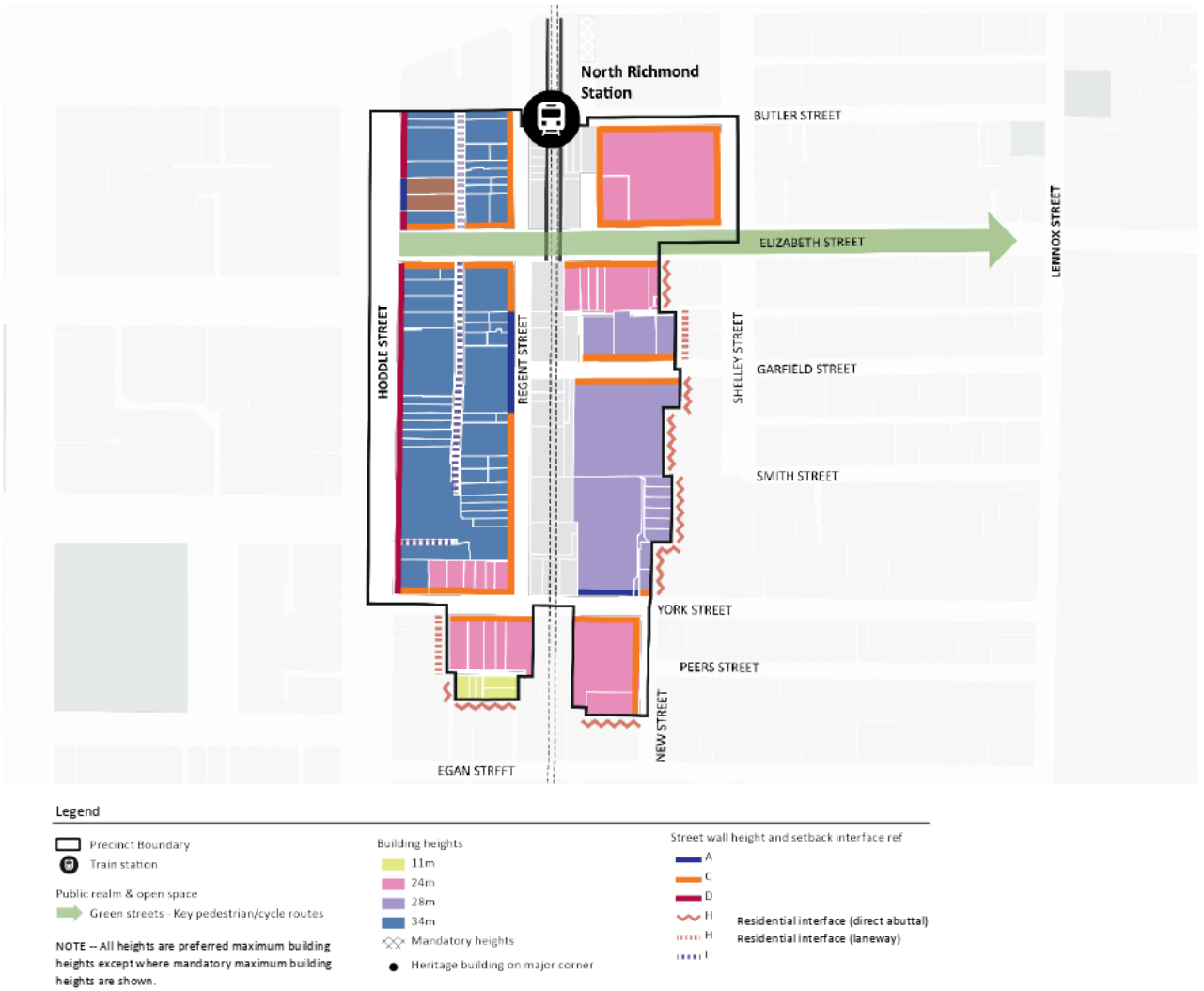
Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

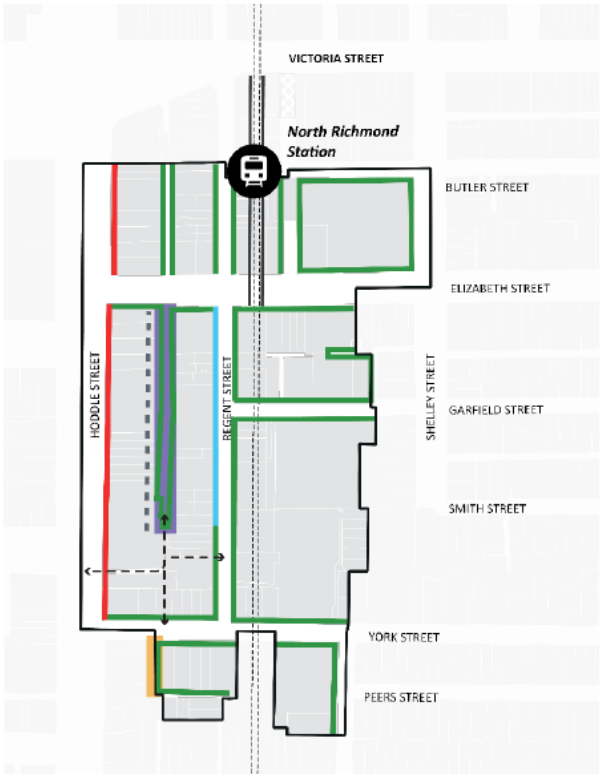
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 3 North Richmond Station



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 3 North Richmond Station



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of the development on view lines to St Ignatius Church and Skipping Girl sign.

- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

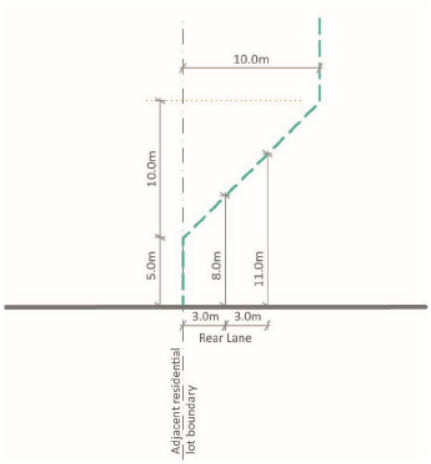
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 48 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 49 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO49.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 4 VICTORIA STREET EAST

1.0 Design objectives

To support mid-rise development that maintains and reinforces the prominence of the existing street wall and fine grain character and pattern of shops and restaurants along Victoria Street.

To ensure development respects the architectural form and qualities of heritage buildings, local landmarks and the heritage streetscape in Victoria Street and along Lithgow Street.

To support a new mid rise character between Lennox Street and Church Street with high quality new buildings that activate and improve the public realm.

To ensure development enhances the pedestrian experience through street activation and passive surveillance on Victoria Street and its side streets, improved pedestrian connections from Victoria Street to Elizabeth Street and protecting sunlight access to the southern side of Victoria Street, Nicholson Street, Lithgow Street, Albert Street and Church Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks - the Former Duke of Albany Hotel, 323-325 Victoria Street and Former East Collingwood Hotel, 385 Victoria Street.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 4 Victoria Street East

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings	Elsewhere - 0m
Minimum upper level setback	25-33 Lithgow Street - 8m Elsewhere - 6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m for heritage buildings 3m for other buildings
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Built form	Mandatory requirement	Preferred requirement
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Nicholson Street, Lithgow Street, Albert Street, Shelley Street and Church Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks:

- the tower belfry and spire of St Ignatius Cathedral when viewed from the tram stop at the intersection of Victoria Street and Church Street.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

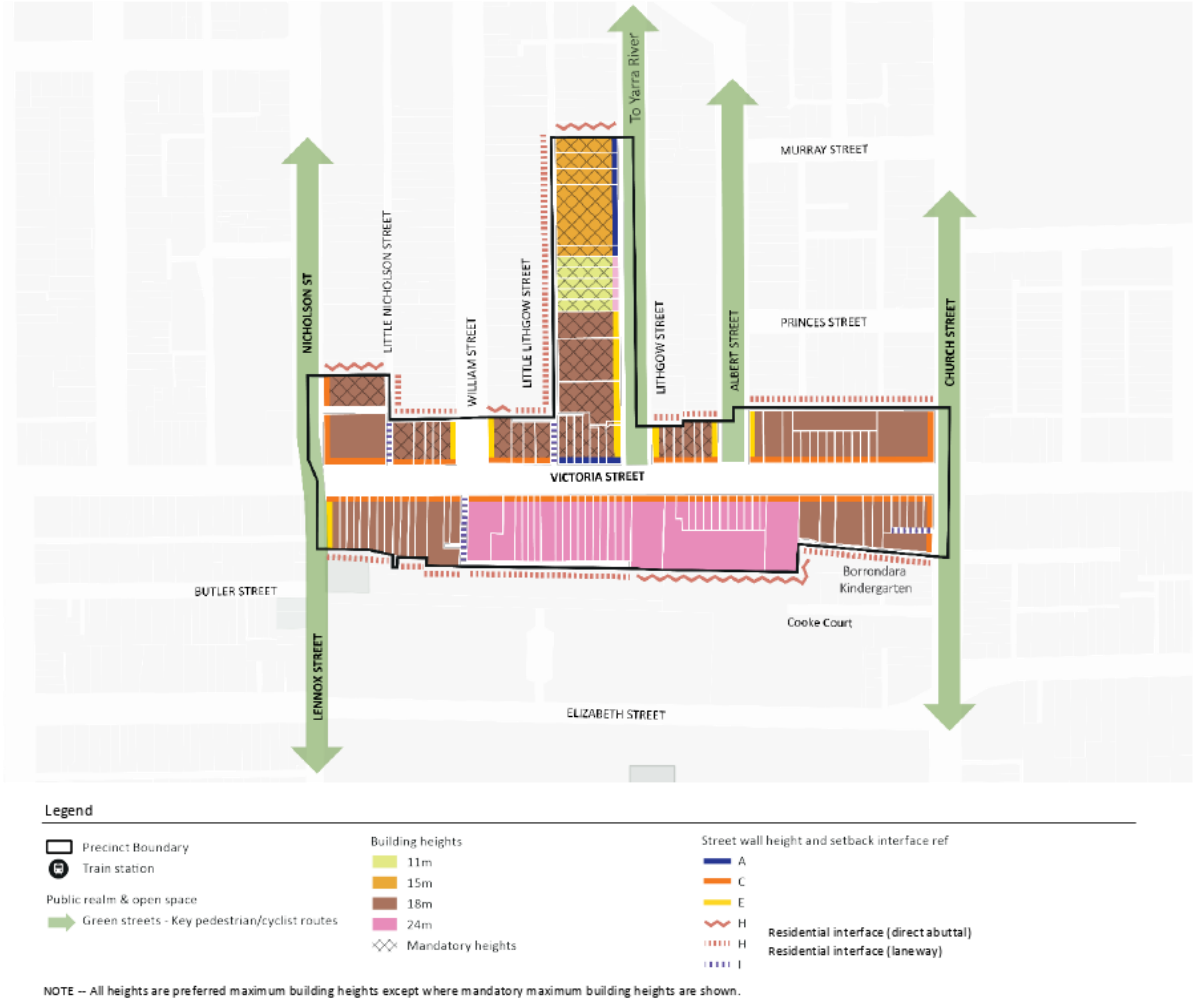
Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

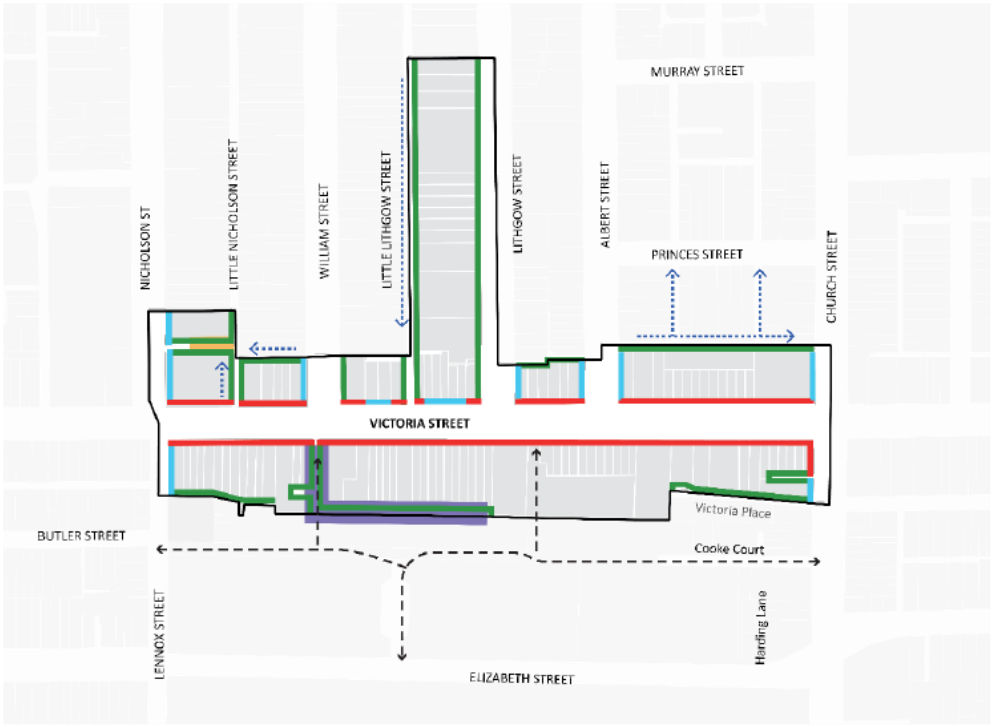
Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 4 Victoria Street East



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 4 Victoria Street East



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of the development on view lines to the St Ignatius Church and Skipping Girl sign.

- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

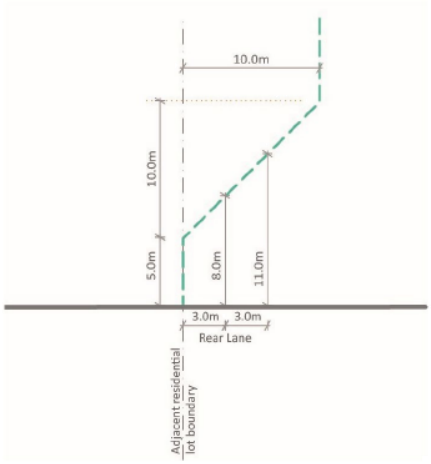
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 49 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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SCHEDULE 50 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO50.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 5 VICTORIA STREET EAST END

1.0 Design objectives

To support a new mid-rise character that creates a consistent taller built form edge on Victoria Street, matching the street wall of developments in the Victoria Street East Precinct, and responds to the interface with industrial areas and low scale residential areas.

To ensure development respects the architectural form and qualities of heritage buildings and the heritage streetscape in Victoria Street.

To ensure development on large and/or consolidated sites provides building separation and setbacks that offers views to the sky above the street wall when viewed from the opposite footpath of Victoria Street.

To ensure development enhances the pedestrian experience through street activation and passive surveillance, improved pedestrian connections from the Yarra River/Birrarung and protecting sunlight access to the south side of Victoria Street, Church Street and Davison Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 5 Victoria Street East End

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	316-326 Victoria Street – 8m Elsewhere - 6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. 0m
Minimum upper level setback	None specified	6m
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.

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Built form	Mandatory requirement	Preferred requirement
Minimum upper level setback	None specified	6m for heritage 3m for other buildings
Interface F		
Maximum street wall height	None specified	8m
Maximum and minimum street wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Church Street and Davison Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmark (as shown on Plan 1 and listed below):

- the Skipping Girl sign when viewed from the footpath on the western corner of Victoria Street and Leslie Street (View 1).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 1: Height and Interface Plan – Precinct 5 Victoria Street East End

Legend

Precinct Boundary

Public realm & open space

Green streets - Key pedestrian/cyclist routes

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Building heights

15m

18m

21m

24m

Mandatory heights

Heritage building on major corner

Street wall height and setback interface ref

A

C

D

E

F

H

H

I

Residential interface (direct abuttal)

Residential interface (laneway)

Views to landmarks

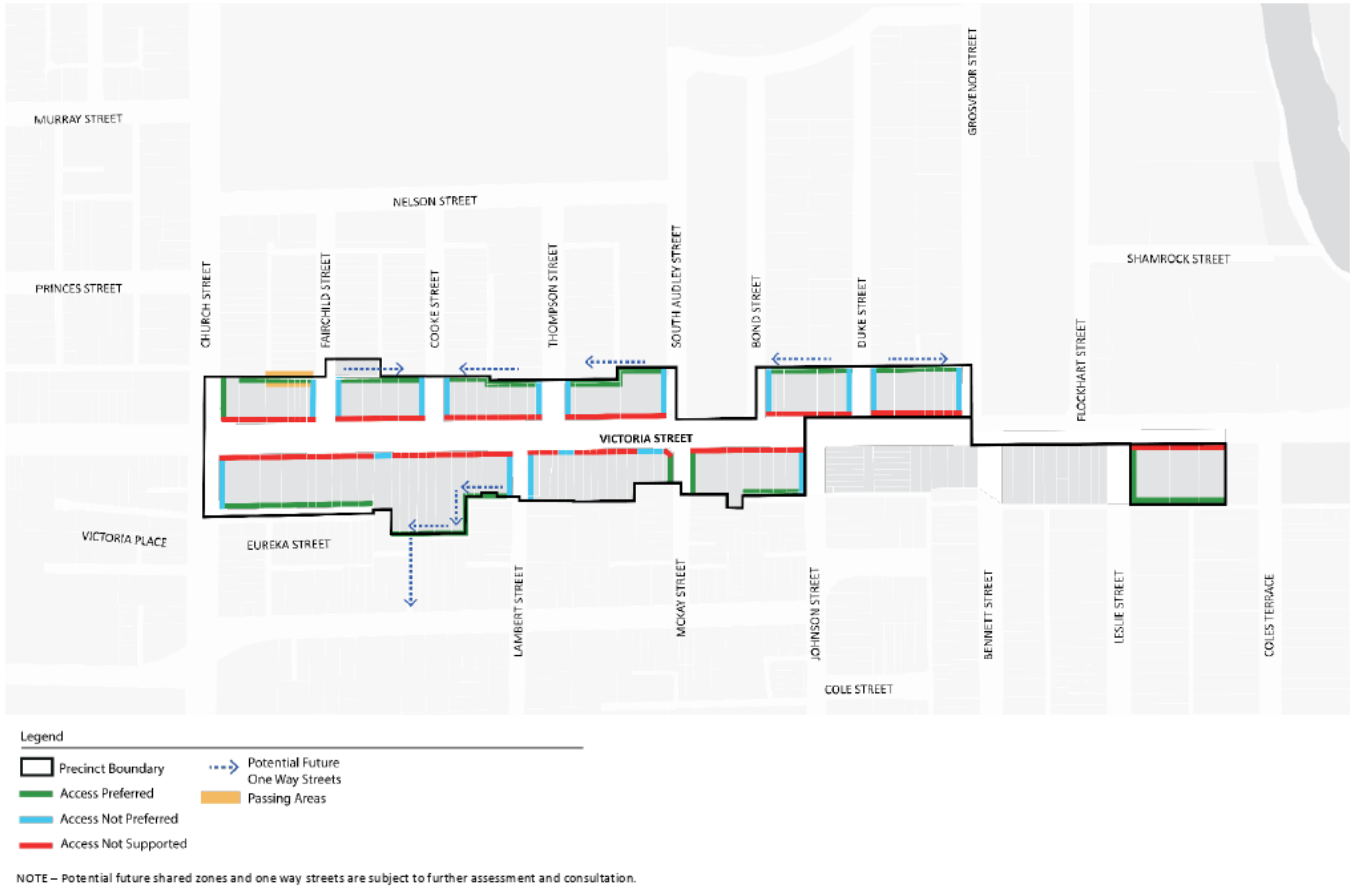
Landmark

View cone & line

1 Skipping Girl sign

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Plan 2: Access and Movement Plan – Precinct 5 Victoria Street East End



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of the development on view lines to the St Ignatius Church and Skipping Girl sign.

- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- 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.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

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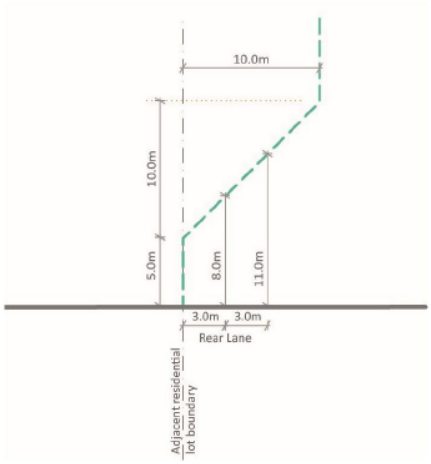
Figure 1 to Schedule 50 – Interface to residential properties in NRZ or GRZ



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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11/02/2021
C245yara

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Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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City of Yarra Heritage Gaps Stage Two, Graeme Butler and Associates 2009.

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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.

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Yarra Strategic TransportStatementCity of Yarra 2006

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Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

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Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

21.12-2 Bridge Road Activity Centre

--/--/20-- C291

Bridge Road has seen substantially change and development over the past ten years. It is distinguished by a predominantly fine-grain streetscape and buildings of heritage value, particularly on the southern side of Bridge Road. This lower scale-built form is contrasted by taller midrise development to the north of Bridge Road between Punt Road and Church Street, including Richmond Plaza (currently under construction).

It has an historic fabric of Bridge Road that is highly valued by the broader community.

Bridge Road provides an important health and civic role with the Epworth Hospital, Richmond Town Hall and other important civic and education uses.

Bridge Road enjoys high levels of access to the public transport network with tram routes operating on Bridge Road and Church Street and the railway line at the western peripheries.

The centre varies significantly along its length, with a cohesive and highly intact turn of the century 'High Street' with a prominent fine grain subdivision pattern, to a diverse and less historically intact retail and residential area towards the eastern end.

The activity centre features view a number of important Richmond landmarks, including the Richmond Town Hall Clock Tower, the Pelaco Sign and the spire of St Ignatius on the hill.

The preferred future character of each precinct reflects this diversity and supports the activity centre's role as a location for an extensive mix of retail, civic and commercial uses, and inner city living.

Figure 1 illustrates the boundary of the Bridge Road Major Activity Centre and some of the core precincts, which make up the centre:

- Precinct 1: Bridge Road West
- Precinct 2: Bridge Road South
- Precinct 3: Bridge Road Central
- Precinct 4: Bridge Road East South
- Precinct 5: Bridge Road East North

Noting the precincts do not cover the whole of the activity centre.

Vision

Bridge Road Activity Centre will continue to evolve as a vibrant and thriving mixed use centre that serves the day to day needs of the local residents and workers. It will feature well designed mid rise commercial and residential development whilst preserving the prominence of its intact heritage streetscape and buildings and maintaining amenity.

Local area implementation

Preferred Future Character

- Ensure new development supports and contributes to the future preferred character of each precinct:

  Precinct 1 – Bridge Road West is anchored by Epworth Hospital Health Precinct on Richmond Hill and the Richmond Plaza redevelopment on the corner of Bridge and Church Streets. This is complemented by a diverse mix of fine-grain retail, dining, offices and inner city living. The precinct's character and sense of place will continue to be defined by intact heritage streetscapes and heritage buildings along Bridge Road. This will be contrasted by taller built form in the Health Precinct and the newly established mid-rise character on the northern side of Bridge Road. The precinct will continue to be a focus for housing and employment growth within the activity centre with mid-rise development on larger infill sites on the north site between Lennox Street and Church Street and within the proximity of the Pelaco building, and lower scale development on narrow infill sites and shop-top redevelopment of heritage buildings.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Precinct 2 – Bridge Road South is a vibrant destination for dining, retail and services building on its distinctive heritage qualities. The precinct's character and sense of place is defined by its highly intact heritage streetscape with a consistent heritage street wall of largely two storey Victorian era retail and commercial buildings including distinctive corner buildings addressing Bridge Road and side streets. The precinct's sunny wide footpaths, fine-grain shopfronts and cafes with outdoor dining will provide activity and visual engagement for people on the street. The precinct will support lower midrise development on narrow infill sites and shoptop redevelopment of heritage buildings.

Precinct 3 – Bridge Road Central is the civic and community heart of Bridge Road Activity Centre. The precinct is anchored by the Richmond Town Hall and forms a key activity node within Bridge Road adjoining the important open space, Citizens Park as well as recreational facilities, two high schools, childcare and maternal health. The Town Hall forecourt will be enhanced as a key public space providing a setting for the Town Hall and the former police station with Gleadell Street and Griffiths Street enhanced as greener and more pedestrian focussed streets linking Bridge Road to the precinct's civic and community facilities. The precinct will support new housing and employment within mid-rise development of varying heights, widths and character while retaining the prominence of clusters of heritage buildings. Key views to across the precinct from Citizens Park and the corner of Bridge Road and Church Street to the iconic Richmond landmarks, the Richmond Town Hall and St Ignatius' spire and belfry will be maintained.

Precinct 4 – Bridge Road East South will be renewed as an employment focussed mixed-use and housing precinct. The prominence of the Former Flour Mill and Grain Store Complex (534-534A Bridge Road on the south-east corner of Bridge Road and Type Street will be maintained as a local landmark within the precinct. The precinct's character and sense of place will be transformed with well-designed midrise redevelopment of two large sites on Burnley Street and Stawell Street. This will compromise of multiple buildings which offer views to the sky from the street and establishes a varied skyline when viewed from surrounding areas. The Stawell Street redevelopment will provide a high quality transition to the Racecourse Heritage Precinct through landscaped setbacks.

Precinct 5 - Bridge Road East North will be transformed into a diverse mixed-use precinct as a preferred location for housing and employment growth within Bridge Road Activity Centre. The prominence of the Royal Oak Hotel on the north-east corner of Bridge Road and Burnley Street will be maintained to mark the centre to the precinct from the south and west. Elsewhere, the precinct's character and sense of place will be redefined by well-designed midrise development of up to 8 storeys with breaks between upper levels of buildings that provide views to the sky from the street and establishes a varied skyline when viewed from surrounding areas. This renewal will support a greater mix of uses, including residential, retail, offices and services and provide higher levels of street activation and visual engagement with the treelined streets of Bridge Road and Palmer Street and the potential new open space on Whites Place.

Economic Development

- Support sensitive reuse and adaptation of existing heritage buildings for a range of retail, entertainment and commercial uses.
- Support Precincts 1 and 2 as fine grain retail, dining and commercial precincts.
- Support Precinct 1 as a major health precinct within inner city Melbourne.
- Support Precinct 3 as a strong civic and education precinct.
- Retain a mix of commercial and offices uses on the Commercial 2 zoned land in Precinct 4.
- Facilitate opportunities for office and residential uses throughout the centre, principally above the ground floor.
- Facilitate a range of uses that cater for the everyday needs of residents, visitors and workers.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- Maintain and increase land uses that support street level activation and passive surveillance of the public realm.

Built Form and Heritage

- Provide for midrise development on the northern side of Precinct 1 (5 -12 storeys) that respects the heritage fabric and the adjoining low scale residential neighbourhoods.
- Retain the prominence of the intact heritage streetscape in Precinct 2 through well designed and visually recessive upper levels.
- Provide for a new midrise character (4-8 storeys) within Precincts 4 and 5 while ensuring tall buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.
- Ensure individually significant and contributory heritage buildings are retained to conserve the intactness of the original heritage streetscape.
- Maintain an intimate pedestrian scale at street level along Bridge Road.
- Ensure development respects the consistency and intactness of the heritage streetscapes and the unique architectural form and qualities of heritage buildings within the activity centre.
- Protect key views lines to the Pelaco Sign, Richmond Clock Tower and St Ignatius Church.

Access and Movement

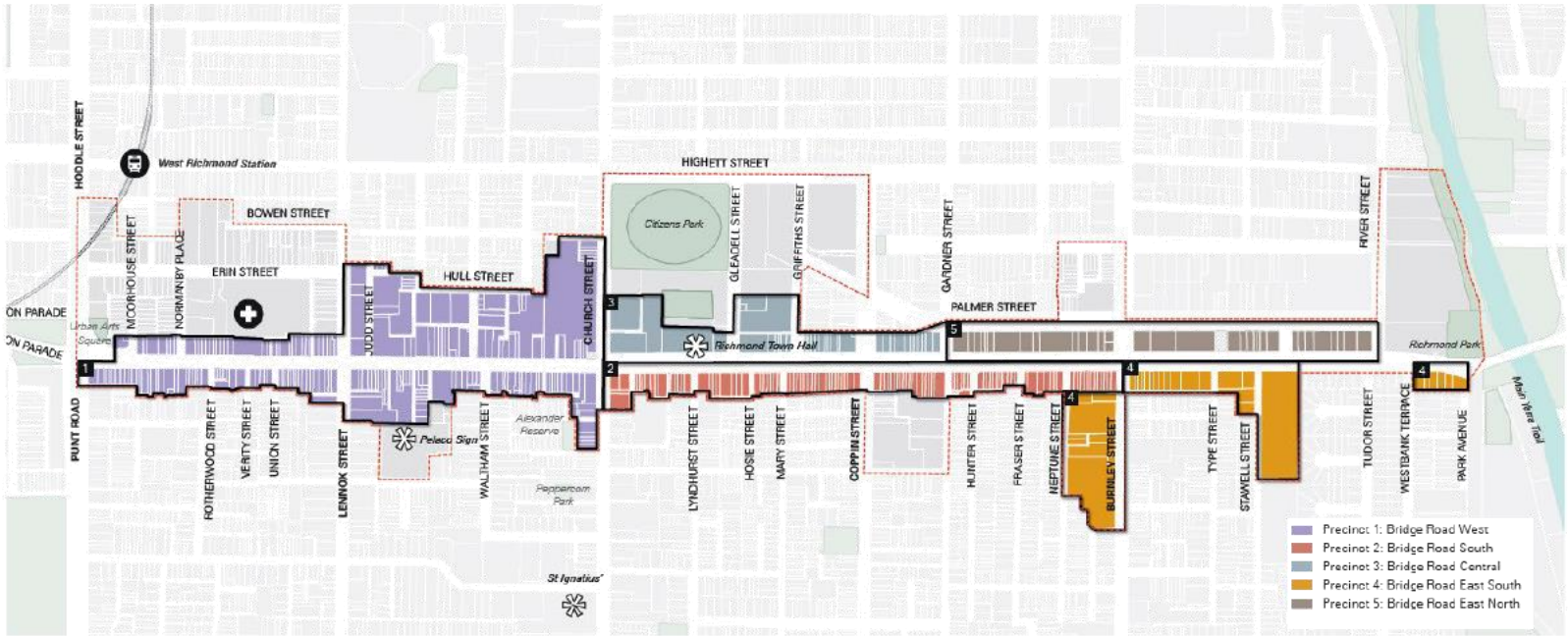
- Facilitate safe vehicular access to and from new development through the provision of laneway widening and passing bays.
- Ensure that pedestrian movement is given priority along Bridge Road.
- Limit direct vehicular access onto Bridge Road, Church Street and Burnley Street.
- Facilitate new footpaths and shared zones to provide safe pedestrian access to buildings.
- Encourage the provision of vehicular access from either the side or rear of buildings.

Public Realm

- Maintain daylight and sunlight to the Bridge Road and identified 'Green streets' - key pedestrian/cycle routes and public spaces.
- Encourage enhancement of the amenity and appearance of the public realm.
- Facilitate new and improved pedestrian connections in Precinct 1, north of Bridge Road and on large sites in Precinct 4.
- Ensure that new development provides adequate weather protection for footpaths along Bridge Road, Burnley Street, and Church Street.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Figure 2: Key precincts in the Bridge Road Activity Centre



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21.12-3 Victoria Street Acivtiy Centre

--/--/20-- C191

Victoria Street is a much loved Major Activity Centre with a character strongly influenced by its Vietnamese heritage and local community.

Arrival at the activity centre from the west is defined clearly by a gateway plaza and the recognisable form of the railway bridge above the street while Victoria Gardens and recent residential developments to the east reflect larger historical industrial uses close the Yarra river interface.

The streetscape is characterised by fine-grain built form interspersed with heritage buildings particularly on corner lots and often connecting to green streets. An intact heritage streetscape to the west of the rail line includes retail hospitality venues often with outdoor dining and shopping with a northern aspect.

The activity centre is flanked by significant residential heritage precincts where transitions in built form ensure a balance between scale and renewal.

The renewal of the North Richmond public housing site will highlight the need to improve pedestrian permeability, facilitated by redevelopment opportunities along Victoria Street.

Current and ongoing industrial uses, such as the Carlton United Breweries site, close to the activity centre compliment the centre's role in providing diverse employment opportunities within the City of Yarra.

The preferred future character of each precinct will support the centre's diverse role as a location for a mix of retail and commercial uses coupled with inner city living.

The Plan in Figure 1 illustrates the boundary of the Victoria Street Major Activity Centre and some of the core precincts, which make up the centre:

- Precinct 1: Victoria Street West
- Precinct 2: Victoria Street Central
- Precinct 3: North Richmond Station
- Precinct 4: Victoria Street East
- Precinct 5: Victoria Street End

Noting the precincts do not cover the whole of the activity centre.

Vision

Victoria Street will continue to be a culturally diverse destination within the municipality. It will continue to evolve into a vibrant activity centre that serves the day to day needs of the local community whilst supporting employment, business and creative opportunities. The area will accommodate a diverse and growing population, with well located mid rise commercial and residential development.

Local area implementation

Preferred Future Character

- Ensure new development supports and contributes to the future preferred character of each precinct:

  Precinct 1 – Victoria Street West provides the entry to the activity centre from Victoria Parade. The distinctive sense of arrival is created by the Victoria Street Gateway and the narrowing street profile towards the elevated railway bridge. The precinct's character and sense of place is defined by the intact heritage streetscape on the northern side which is bookended by the prominent former State Savings Bank on the corner, and low-rise heritage dwellings along Regent Street. This will be complemented by mid-rise development on the south-eastern corner of the intersection of Hoddle and Victoria Streets creating a compact precinct of contrasting built form that places an emphasis on the architectural qualities of heritage buildings. The public realm of the precinct will be enhanced with a new high-quality pocket park at the Gateway Triangle.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Precinct 2 – Victoria Street Central will continue to be a vibrant destination for retail and cafes, restaurants and outdoor dining, enterprise and inner-city living. The precinct's character and sense of place will continue to be defined by its varied mix of intact heritage buildings and streetscapes, former industrial buildings which will be complemented by well-designed mid-rise development of varying scales. This will be achieved through lower midrise renewal above and behind existing shopfronts that retains the visual prominence of the heritage buildings and responds to lower scale residential areas on Butler Street, and well-designed taller mid-rise development adjacent to North Richmond station. The amenity and safety of the public realm of the precinct will be improved through an upgraded station entry space on Jonas Street and higher levels of street activation and passive surveillance to the station, streets and laneways within the precinct.

Precinct 3 – North Richmond Station will be dense mixed-use corridor and a focus of housing and employment growth situated on both sides of the railway line. The precinct's character and sense of place will be refined as former industrial buildings along Regent Street and around the North Richmond Station are developed for mid-rise development and well-designed taller commercial and office developments on Hoddle Street responding to its wider boulevard character. Future development will provide high-quality with higher levels of street activation, passive surveillance and visual engagement with the street to improve the amenity and safety for pedestrians, particularly for those travelling to and from North Richmond Station. This will be supported by upgrades to Little Hoddle Street as high amenity shared zone that strengthens pedestrian connections from Hoddle Street to Regent Street and the station. The scale of buildings will transition down in height towards lower scale residential areas to the south and east.

Precinct 4 – Victoria Street East will be renewed as a destination for retail, dining, and inner-city living. The precinct's character and sense of place will be fined by a consistent street wall comprising of a fine-grain pattern of shopfronts along Victoria Street with well-designed mid-rise development continuing this rhythm at the ground plane to provide higher levels of street activation and passive surveillance. Lithgow Street will support low to lower mid-rise development along that retains the fabric of existing heritage buildings and provides a respectful transition to low-rise residential areas. The amenity and walkability of the precinct for pedestrians will be enhanced through new and upgraded pedestrian connections between Victoria Street and Elizabeth Street which will provide green connections to future open spaces and the Elizabeth Street housing precinct.

Precinct 5 - Victoria Street End will continue to be a diverse mixed-use precinct consisting a range of retail, commercial and residential uses within new midrise developments of varying heights, widths and character. The precinct provides a transition to the taller mid-rise character in the Victoria Gardens Precincts. The character of this precinct will be defined by a diverse mix mid-rise development, including development of Victoria Era terraces, shops, and industrial heritage buildings and contemporary mixed-use buildings that are lower in scale than Victoria Gardens and its surrounding development.

Economic Development

- Support sensitive reuse and adaptation of existing heritage buildings for a range of retail, entertainment and commercial uses.
- Support Precincts 2 and 4 as Victoria Street's fine grain retail and dining precinct.
- Facilitate opportunities for office and residential uses throughout the centre, principally above the ground floor.
- Facilitate a range of uses that cater for the everyday needs of residents, visitors and workers.
- Maintain and increase land uses that support street level activation and passive surveillance of the public realm.

Built Form and Heritage

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

- Provide for new midrise development (5 -12 storeys) that respects the pockets of heritage fabric and the adjoining low scale residential neighbourhoods in Precincts 3, 4 and 5.
- Provide for lower midrise development (3-6 storeys) in Precincts 1 and 2 that respects the heritage fabric and the adjoining low scale residential neighbourhoods.
- Ensure development contributes to the evolution of Precinct 3, Precinct 4 and Precinct 5 into vibrant mixed-use precincts with built form that enhances the streetscape character.
- Ensure individually significant and contributory heritage buildings are retained to conserve the intactness of the original heritage streetscape.
- Maintain an intimate pedestrian scale at street level along Victoria Street.
- Ensure development respects a consistency and intactness the unique architectural form and qualities of heritage buildings within the activity centre.
- Ensure tall buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Access and Movement

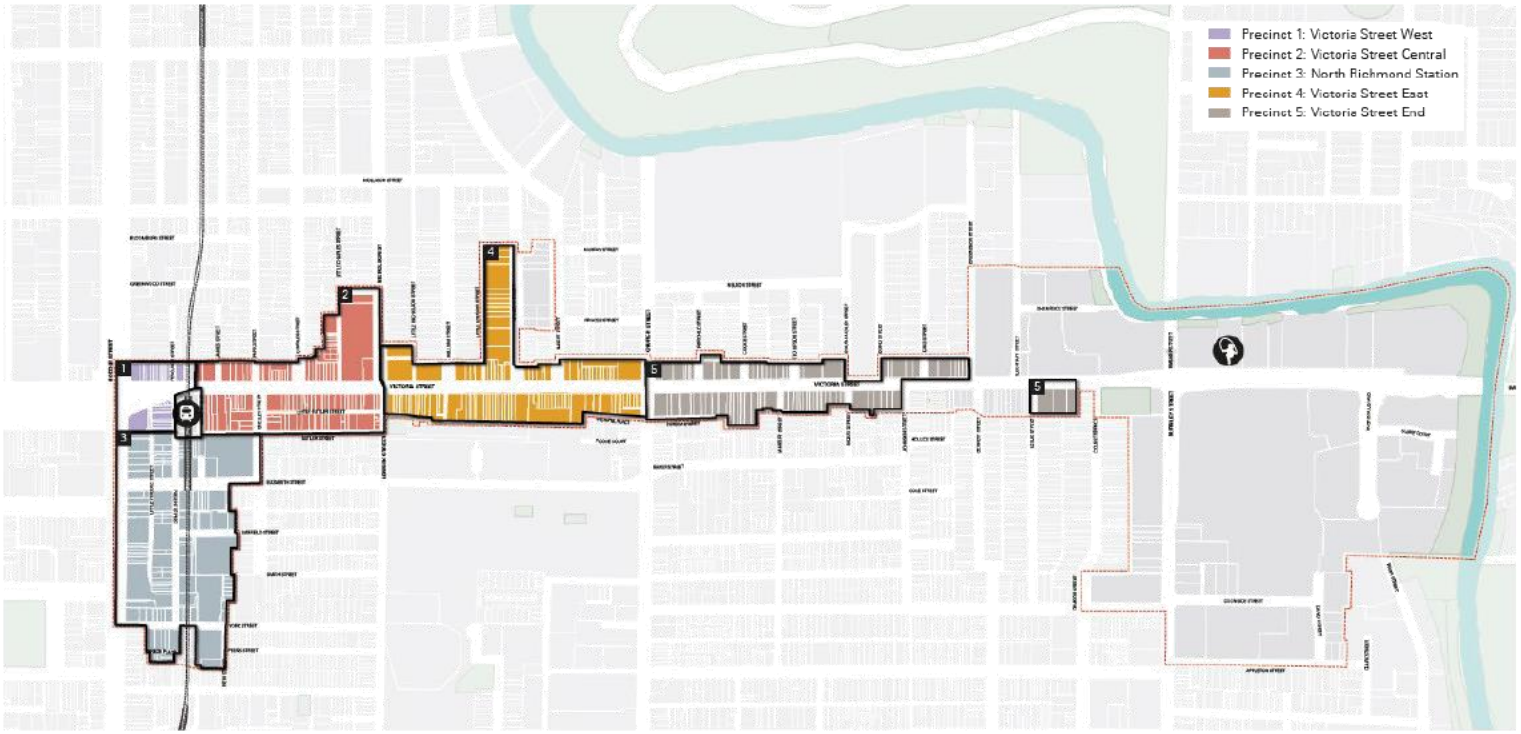
- Facilitate widened laneways and new laneways to provide for safe vehicular access to and from new development.
- Ensure that pedestrian movement is given priority along Victoria Street and the streets around the North Richmond Station.
- Limit direct vehicular access on to Victoria Street and Church Street.
- Facilitate new footpaths and shared zones to provide safe pedestrian access to buildings.
- Encourage the provision of vehicular access from either the side or rear of buildings.

Public Realm

- Maintain daylight and sunlight to the southern side of Victoria Street, key pedestrian/cycle routes and public spaces.
- Encourage enhancement of the amenity and appearance of the public realm.
- Facilitate new and improved pedestrian connections within Precinct 3 and within Precinct 4 from the DHHS housing sites.
- Ensure that new development provides adequate weather protection for footpaths along Victoria and Church Streets.

Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Figure 2: Key precincts in the Victoria Street Activity Centre



Attachment 5 - Clause 43.02 Design and Development Overlays Schedules 41-50 and Clause 21.12 - Neighbourhoods

Attachment 6 - Proposed Amendment C291yara - Amendment documents

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C291yara

EXPLANATORY REPORT

Who is the planning authority?

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

The amendment has been made at the request of Yarra City Council.

Land affected by the amendment

The amendment applies to land currently within interim Design and Development Overlays - DDO21 and DDO22 (areas shown with black diagonal line in Figure 1) located within the Bridge Road Activity Centre (green outline) and Victoria Street Activity Centre (red outline) respectively.

The amendment also applies to the area shaded in blue hatch within the Bridge Road Activity Centre, covering Commercial 2 land along Burnley Street and a property at 4/1A McGoun Street which is currently outside of DDO21.

Figure 1 – Land affected by the amendment

What the amendment does

Interim Design and Development Overlays (DDOs) - DDO21 and DDO22 currently apply to the Bridge Road and Victoria Street Major Activity Centres.

Council has undertaken a review the interim DDOs to: test their suitability for translation into permanent provisions; recommend any necessary refinements to enhance the clarity and workability of the provisions; and ensure they achieve the development outcomes sought for the centres.

The amendment implements the recommendations of this strategic planning work:

- *Bridge Road & Victoria Street Centres: Review of Interim Built Form Controls – Analysis and Recommendations* (MGS Architects and Urban Circus, April 2021)
- *Bridge Road Richmond – Heritage Analysis and Recommendations* (GJM Heritage, April 2021)
- *Victoria Street Abbotsford and Richmond – Heritage Analysis and Recommendations* (GJM Heritage, April 2021)
- *Traffic Engineering Assessment – Victoria Street and Bridge Road Activity Centres* (Traffix Group, April 2021)

The amendment:

- Inserts ten (10) new Schedules to Clause 43.02 Design and Development Overlay, DDO41 to DDO50 on a permanent basis to the two activity centres as shown in Figure 1.
- Deletes two (2) Schedules to Clause 43.02 Design and Development Overlay, DDO21 and DDO22.
- Amends Local Area Policy at Clause 21.12 to insert two new sections on the Bridge Road and Victoria Street Activity Centres to guide built form within the two activity centres.
- Amends Clause 21.11 Reference documents to add the *Bridge Road & Victoria Street Centres: Review of Interim Built Form Controls*, *Built Form Review: Bridge Road – Heritage Analysis and Recommendations* and *Built Form Review: Victoria Street – Heritage Analysis and Recommendations* as reference documents.
- Amends Planning Scheme Map Nos. 6DDO, 7DDO, 8DDO and 9DDO by removing DDO21 and DDO22 and replacing them with ten (10) new Schedules DDO41 to DDO50.

Strategic assessment of the amendment

Why is the amendment required?

As designated major activity centres, Bridge Road and Victoria Street, Abbotsford and Richmond are required to play a significant role in achieving the directions of *Plan Melbourne 2017-2050*, in relation to both housing and employment. Council's adopted *Housing Strategy* also seeks to direct new housing to areas within or close to activity areas that have good access to public transport, open space, and other services and limit housing growth in established residential areas, consistent with Plan Melbourne, state and regional policy

The scale and density of development approved and currently being proposed along the Bridge Road and Victoria Street Activity Centres has increased substantially in recent years. In November 2018, the Minister for Planning approved two amendments (C248 and C249) to the Yarra Planning Scheme to apply interim built form controls to the area. These interim controls have been used to manage development while permanent controls were progressed.

To ensure appropriate and orderly planning, these interim built form controls have been revised to better facilitate and guide the scale, massing and bulk of new development. Amendment C291yara manages and responds to increased development activity along the Bridge Road and Victoria Street Activity Centres.

Bridge Road and parts of Victoria Street are intact turn of the century high streets generally of consistent scale and architectural quality. The permanent built form planning controls ensure that new development has regard to the potential impacts on the heritage significance of Bridge Road and parts of Victoria Street and the surrounding low scale residential neighbourhoods.

Design and Development Overlay Schedules 41 to 50

Amendment C291yara implements the built form recommendations of the *Bridge Road & Victoria Street Centres: Review of Interim Built Form Controls* through the introduction of Schedules 41 to 50 to the Design and Development Overlay (DDO41 to DDO50) on a permanent basis. The review was prepared by MGS (urban design) with extensive input from GJM Heritage (heritage) and Traffix Group (access and movement). These reports provide a strong strategic basis for the future planning of the area.

A key change from the interim DDOs is the proposed splitting of the two DDOs into ten separate DDOs – a precinct approach. A separate DDO schedule for each precinct provides the opportunity for precinct specific design objectives and provisions.

DDO41 to DDO50 each include precinct specific controls. Mandatory controls are applied in the DDOs in response to intact heritage streetscapes, views to local landmarks, overshadowing of the centre's southern footpaths and to protect the amenity of adjoining low scale residential areas. The strategic work that underpins DDO41 to DDO50 demonstrates mandatory controls are appropriate in this context and necessary to achieve the preferred built form outcomes.

Discretionary height provisions are generally applied to land outside of the Heritage Overlay, where there are less sensitive interfaces. These are appropriate locations for discretionary controls to provide more flexibility to accommodate contextual variations and innovative design. Where discretionary building heights were applied, a range of performance-based provisions need to be met to ensure appropriate development.

Importantly, the DDO schedules provide built form certainty where there are heritage, residential amenity, and public realm sensitivities and allow for some discretion where there are fewer site constraints. Amendment C291yara facilitates development appropriate to major activity centres, whilst ensuring that new development is site responsive, and improved amenity outcomes are achieved.

Clause 21.12 – Local Areas

The amendment also proposes to insert new policy on both Victoria Street and Bridge Road Activity Centres in the Local Area Policy at Clause 21.12. This includes Preferred Future Character Statements and policy covering built form and heritage, access and movement and public realm.

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), in particular:

a) to provide for the fair, orderly, economic and sustainable use, and development of land;

b) to secure a pleasant, efficient and safe working, living and recreational environment; and

c) 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;

d) to balance the present and future interests of all Victorians.

The amendment facilitates housing growth as well as economic growth and creates a more economically viable mixed-use activity centre that has economic benefits for the local area.

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

The amendment integrates relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The amendment generates positive social and economic benefits as it facilitates development within two major activity centres, providing opportunities for economic development and housing growth. The amendment responds to the local demand for housing and providing housing and employment in a location, which has strong access to public transport infrastructure and social services.

Does the amendment address relevant bushfire risk?

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

The amendment complies with the *Direction on the Form and Content of Planning Schemes*.

The amendment was prepared with regard to Ministerial Direction No. 9 Metropolitan Planning Strategy (which refers to Plan Melbourne 2017-2050). *Plan Melbourne 2017-2050* identifies a vision for the future of Melbourne and objectives and outcomes sought for the city, with directions identified to achieve the desired outcomes and objectives.

The amendment 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 Activity Centre to ensure that the activity centre continues to meet community needs.

- Direction 5.1 - Create a city of 20-minute neighbourhoods which aims to cluster new housing in activity centres and other places that offer good access to jobs, services and public transport and includes policy for local governments to prepare structure plans for activity centres to accommodate growth. The amendment will facilitate renewal of the Major Activity Centre which will improve local employment, housing and commercial opportunities.

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

The amendment supports and implements State Planning Policy in responding to the following Planning Provisions:

The amendment supports and implements relevant objectives of the State Planning Policy Framework (SPPF) including:

Clause 11 – Settlement provides context and implements the key principles of *Plan Melbourne 2017-2050*, which include providing for housing choice and affordability by planning for expected housing needs and providing for reduced ongoing living costs by increasing housing supply near public transport and services. It also encourages the consolidation of residential activities within existing urban areas and development in existing residential areas. The amendment provides a framework for the orderly planning and high-quality development of the Bridge Road and Victoria Street Activity Centres in a manner consistent with the directions of *Plan Melbourne 2017-2050*.

Clause 15 – Built Environment and Heritage seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. This Clause also sets out the importance of ensuring the conservation of places, which have identified heritage significance. The amendment supports this clause by providing appropriate built form guidance to ensure that development is site responsive and appropriate in the context of heritage places.

Clause 16 – Housing emphasises the importance of providing enough quality and diverse housing that meets the growing diverse needs of Victorians in locations in or close to activity centres and sites that offer good access to jobs, services and transport. It requires councils to identify areas that offer opportunities for more medium and high-density housing near employment and transport in Metropolitan Melbourne. The amendment provides strategic guidance on the appropriate scale of development including housing in the Activity Centres.

Clause 17 – Economic Development seeks to encourage development which meets the community's needs for retail, entertainment, office and other commercial services and provides a net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities. The amendment supports this clause by facilitating opportunities for a mix of office, retail, and residential uses throughout the centres.

Clause 18 – Transport promotes the creation of a safe and sustainable transport system and promotes the use of sustainable personal transport. The amendment implements the objectives of this clause by facilitating development in the activity centres, which is well serviced by public transport.

VPP11: Settlement

- Clause 11.02-1S Supply of Urban Land – To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- Clause 11.02-2S Structure Planning - To facilitate the orderly development of urban areas.
- Clause 11.03-1S Activity Centres - To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.
- Clause 11.02-3S Sequencing of development - To manage the sequence of development in areas of growth so that services are available from early in the life of new communities

VPP15: Built Environment and Heritage

- 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 15.01-2S Building design - To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- Clause 15.01 Subdivision design - To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.
- Clause 15.01-4S Healthy neighbourhoods - To achieve neighbourhoods that foster healthy and active living and community wellbeing.
- Clause 15.01-5S Neighbourhood character - To recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- Clause 15.03-1S Heritage conservation - To ensure the conservation of places of heritage significance.
- Clause 15.02-1S Energy and resource efficiency -To encourage land use and development that is energy efficient.

VPP 16: Housing

- Clause 16.01-1S Housing supply -To facilitate well-located, integrated and diverse housing that meets community needs.

VPP17: Economic Development

- Clause 17.01-1S Diversified economy - To strengthen and diversify the economy.
- Clause 17.02-1S Business - To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

VPP 18: Transport

- Clause 18.01-2S Transport system - To coordinate development of all transport modes to provide a comprehensive transport system.
- 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 18.02-4S Car parking -To ensure an adequate supply of car parking that is appropriately designed and located.

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

The amendment includes new policy about the two centres within the Municipal Strategic Statement and supports and implements the LPPF specifically the Municipal Strategic Statement through:

Clause 21.04 Land use:

Clause 21.04-1– Accommodation and housing:

- Objective 1 - To accommodate forecast increases in population.
  - *Strategy 1.2 - Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks.*

Clause 21.04-2 - Activity centres:

- Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.
  - *Strategy 4.1- Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*
  - *Strategy 4.3 - Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.*

Clause 21.04-3 – Industry, Office and Commercial:

- Objective 8 -To increase the number and diversity of local employment opportunities.
  - *Strategy 8.3 - Encourage residential and business land use within the Mixed-Use Zone to locate on the same site*
  - *Strategy 8.5 - Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.*

21.04-5- Parks, gardens and public open space:

  - *Strategy 13.3 - Ensure new development does not have a negative impact on adjoining open space.*

Clause 21.05 - Built form:

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.*

21.05-2 – Urban design:

- Objective 16 - To reinforce the existing urban framework of Yarra.
- Objective 19 - To create an inner city environment with landscaped beauty.
- Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.

- *Strategy 20.3 - Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

21.05-3 – Built form character:

- Objective 21 - To enhance the built form character of Yarra's activity centres.
  - *Strategy 21.1- Require development within Yarra's activity centres to respect and not dominate existing built form.*
  - *Strategy 21.2 - Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.*
  - *Strategy 21.3 - Support new development that contributes to the consolidation and viability of existing activity centres.*

21.05-4 – Public environment:

- Objective 28 - To a provide a public environment that encourages community interaction and activity.
  - *Strategy 28.1- Encourage universal access to all new public spaces and buildings.*
  - *Strategy 28.2- Ensure that buildings have a human scale at street level.*
- Objective 34 -To promote environmentally sustainable development

21.06 - Transport:

Clause 21.06-1 – Walking and cycling

- *Strategy 30.3 - Use rear laneway access to reduce vehicle crossovers.*

Clause 21.06-3 – The road system and parking

- Objective 32 - To reduce the reliance on the private motor car
- Objective 33 - To reduce the impact of traffic.

21.07 Environmental sustainability:

21.07-1- Environmentally sustainable development

- Objective 34 - To promote environmentally sustainable development

Clause 22.02 - Development Guidelines for Sites Subject to the Heritage Overlay

22.02-4 - 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.

Clause 22.03 – Landmarks and Tall Structures Policy

22.03-2 Objectives:

- To maintain the prominence of Yarra's valued landmarks and landmark signs.

22.03-4 Landmarks Design Response:

New buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference:

- *Clocktower of Richmond Town Hall*
- *Spire of St Ignatius Cathedral, Church Street, Richmond*

Development should protect views to the following landmark signs:

- *Pelaco Sign (Goodwood Street, Richmond)*
- *Skipping Girl Sign (Victoria Street, Abbotsford)*

Clause 22.05- Interface Uses Policy

22.05-2 – Objectives:

- To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.
- To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.

22.05-4.- Dwelling Design:

- Minimise the potential for views from existing business or industrial premises to habitable room windows and private open space areas, through the use of appropriate siting, setbacks, articulation and screens.

Clause 22.07 - Development Abutting Laneways

22.07-2- Objectives:

- To provide an environment which has a feeling of safety for users of the laneway.
- To ensure that development along a laneway acknowledges the unique character of the laneway.
- To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.

How does the amendment support or implement the Municipal Planning Strategy?

Currently the City of Yarra is in the process of translating its Local Planning Policy Framework into the new Planning Policy Framework via Amendment C269yara.

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

The amendment uses the most appropriate VPP tool to achieve its objectives. A Design and Development Overlay (DDO) is the best tool to control future built form. The amendment introduces a DDO which has been tested extensively to determine the most appropriate building and street wall heights and setbacks in the Bridge Road and Victoria Activity Centres.

The use of these tools by this amendment is consistent with the direction on the form and content of planning schemes. How does the amendment address the views of any relevant agency?

Council has not sought the views of the Department of Environment, Land, Water and Planning (DELWP) at this stage in the process.

Further views of relevant agencies will be sought during exhibition of / consultation on the proposed amendment.

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

The Amendment is consistent with the requirements of the *Transport Integration Act 2010* and facilitates development outcomes that promote the principles of transit-oriented development.

Particular consideration was given to ensuring that vehicular movements do not impact on the Principal Public Transport Network.

Resource and administrative costs

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

The Amendment has some impact on the general operation of Council's statutory planning department as it facilitates some new forms of development.

The application of planning controls provides a more consistent assessment of planning permit applications. This is considered to ultimately reduce costs by providing more certainty to the community.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Yarra City Council at Council's webpage.

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

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.

Attachment 6 - Proposed Amendment C291yara - Amendment documents

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C291

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 four attached map sheets.

Overlay Maps

Amend Planning Scheme Map Nos. 6DDO, 7DDO, 8DDO and 9DDO are in the manner shown on the eight attached maps marked "Yarra Planning Scheme, Amendment C291".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

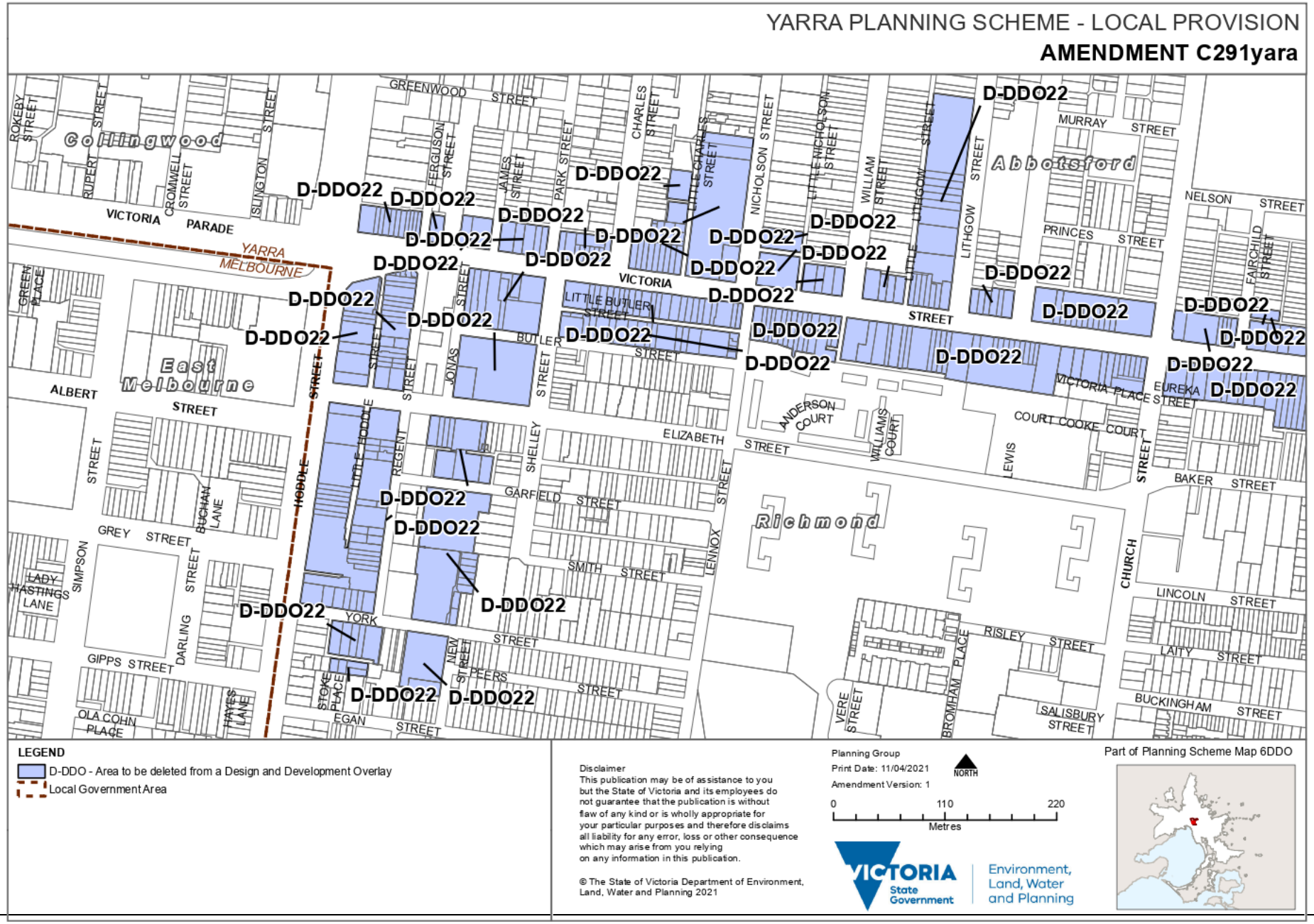
1. In **Local Planning Policy Framework** – replace Clause 21.12 with a new Clause 21.12 in the form of the attached document.

2. In **Local Planning Policy Framework** – replace Clause 21.11 with a new Clause 21.11 in the form of the attached document.

3. In **Overlays** – Clause 43.02, insert new Schedules 41, 42, 43,44, 45, 46, 47,48, 49 and 50 in the form of the attached document.

4. In **Overlays** – Clause 43.02, delete Schedules 21 and 22.

Attachment 6 - Proposed Amendment C291yara - Amendment documents



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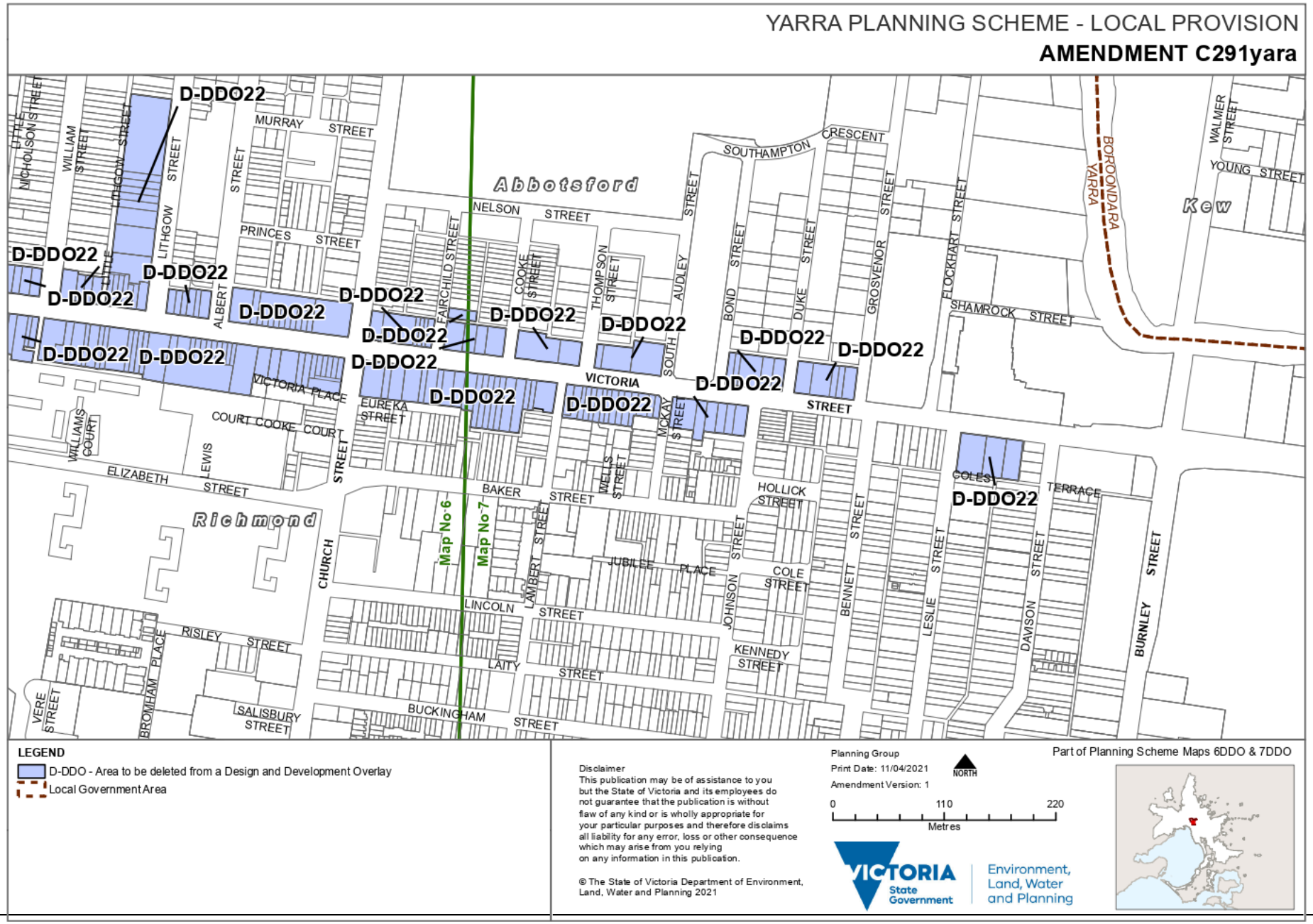

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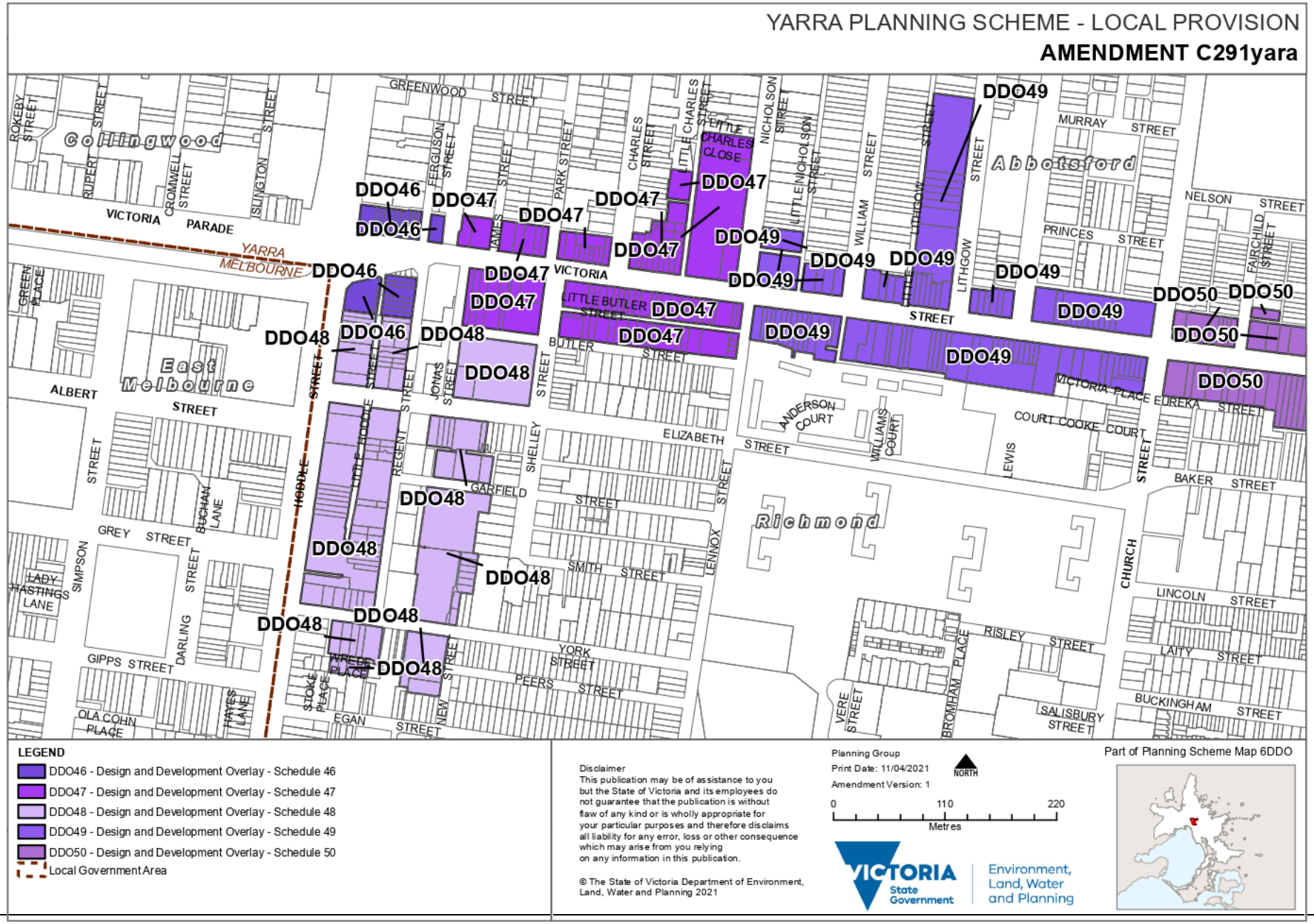

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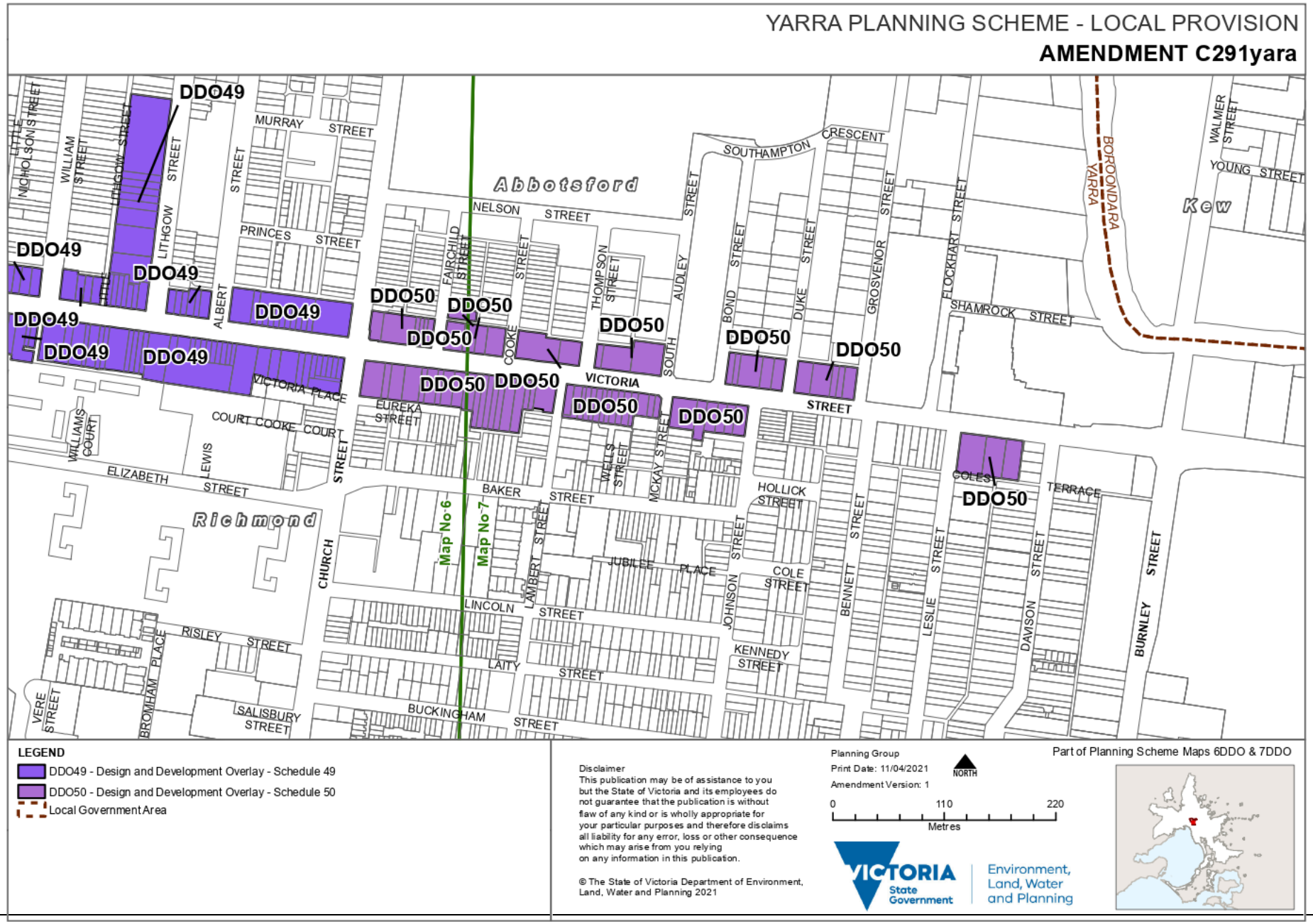

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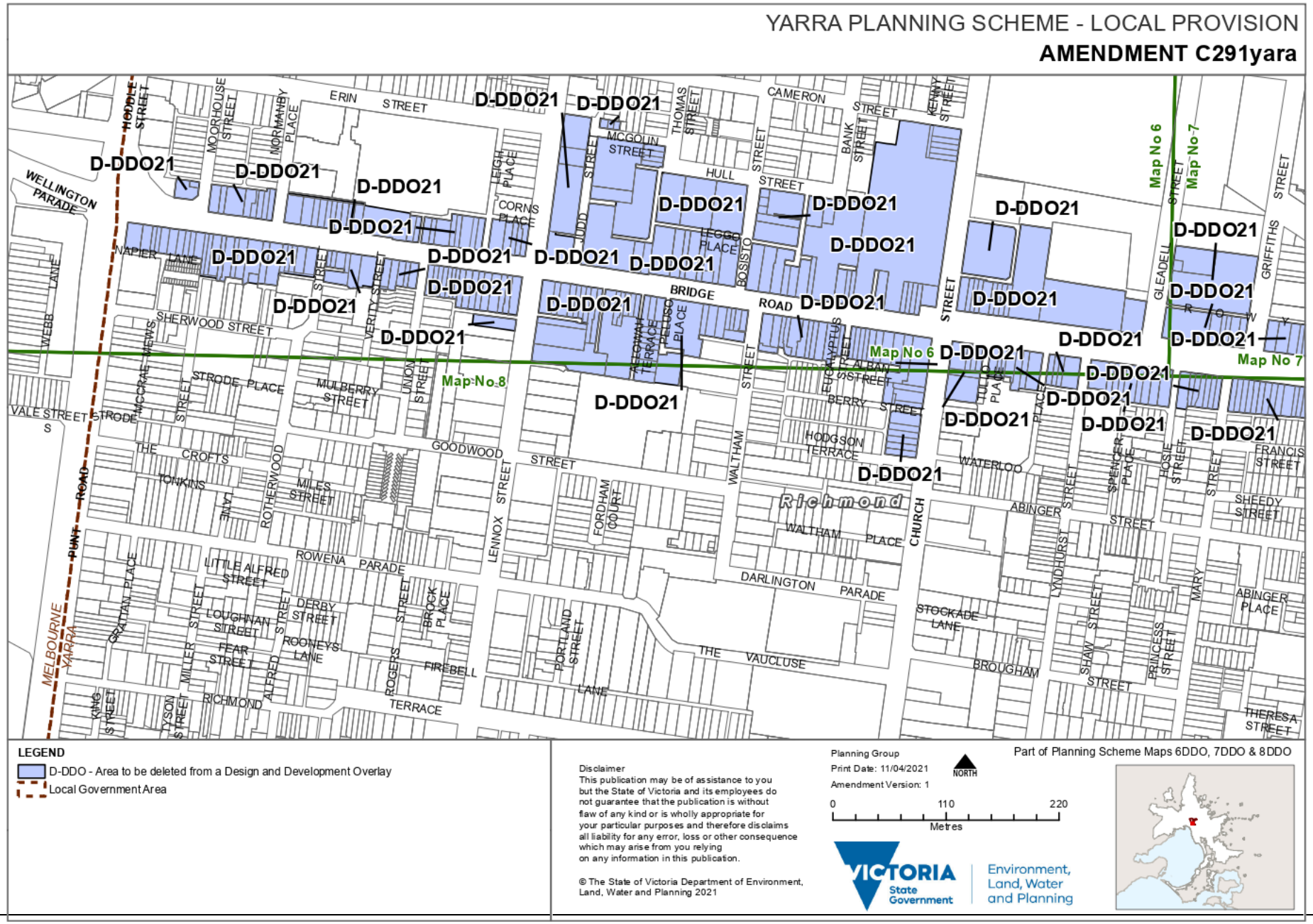

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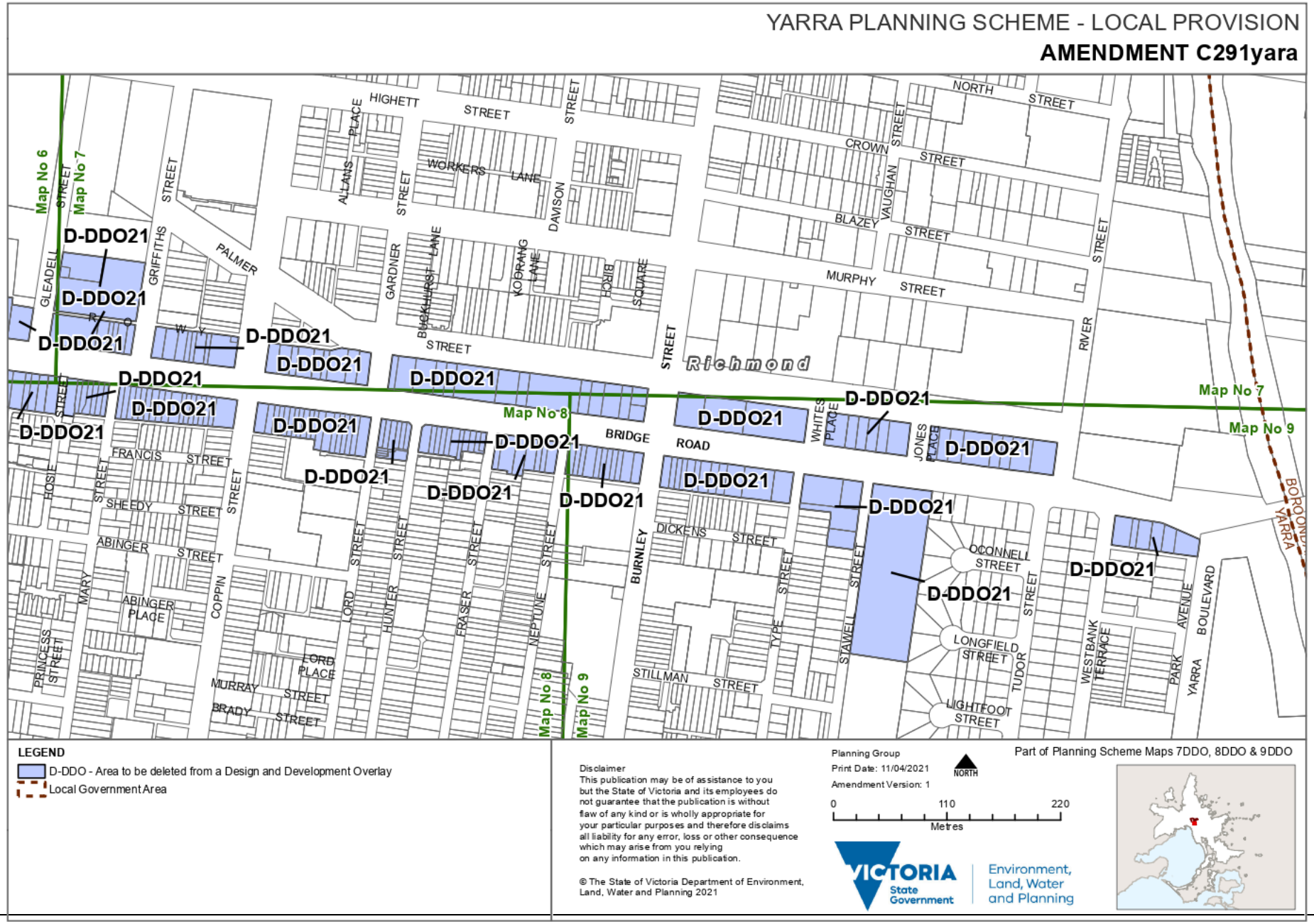

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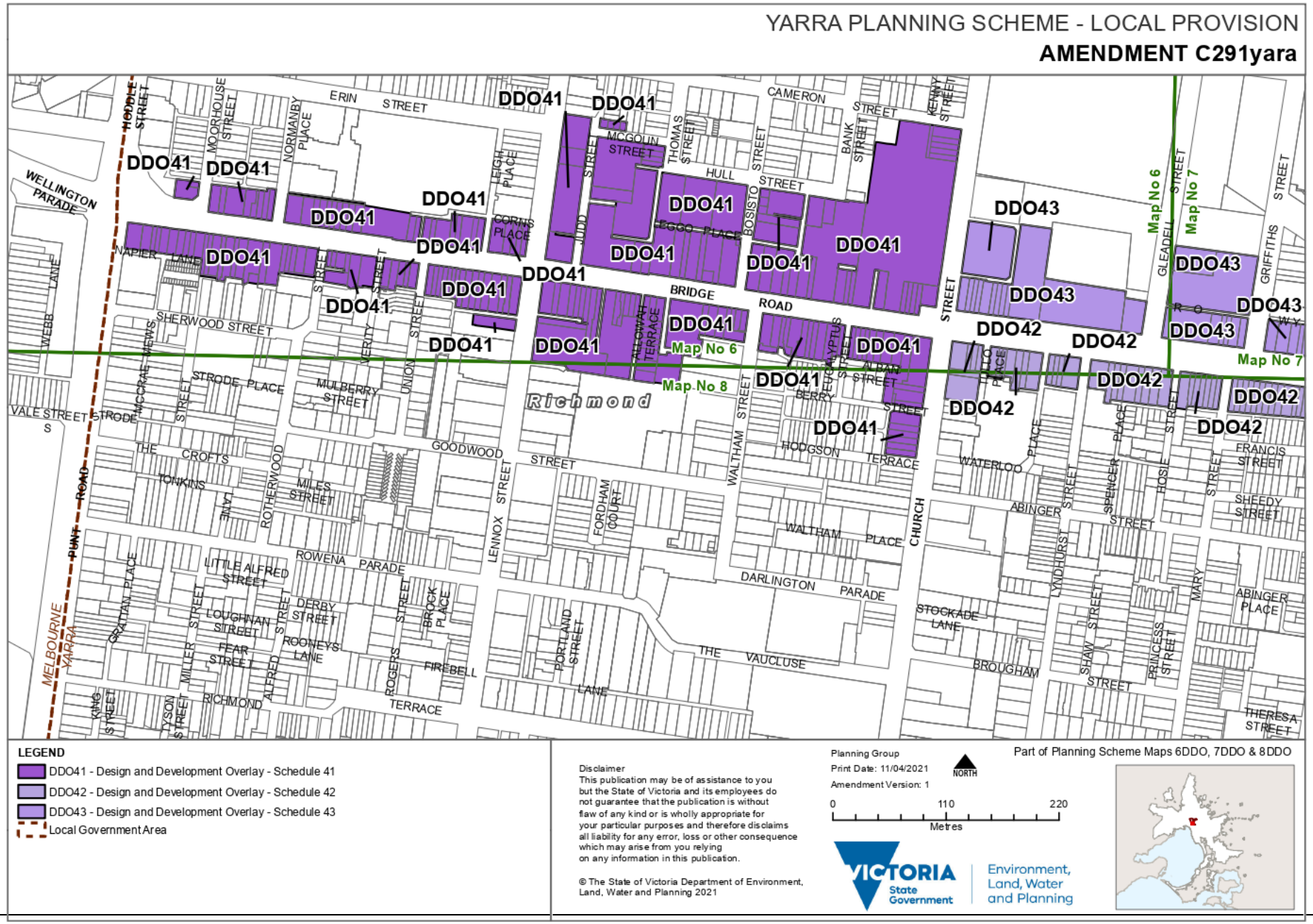

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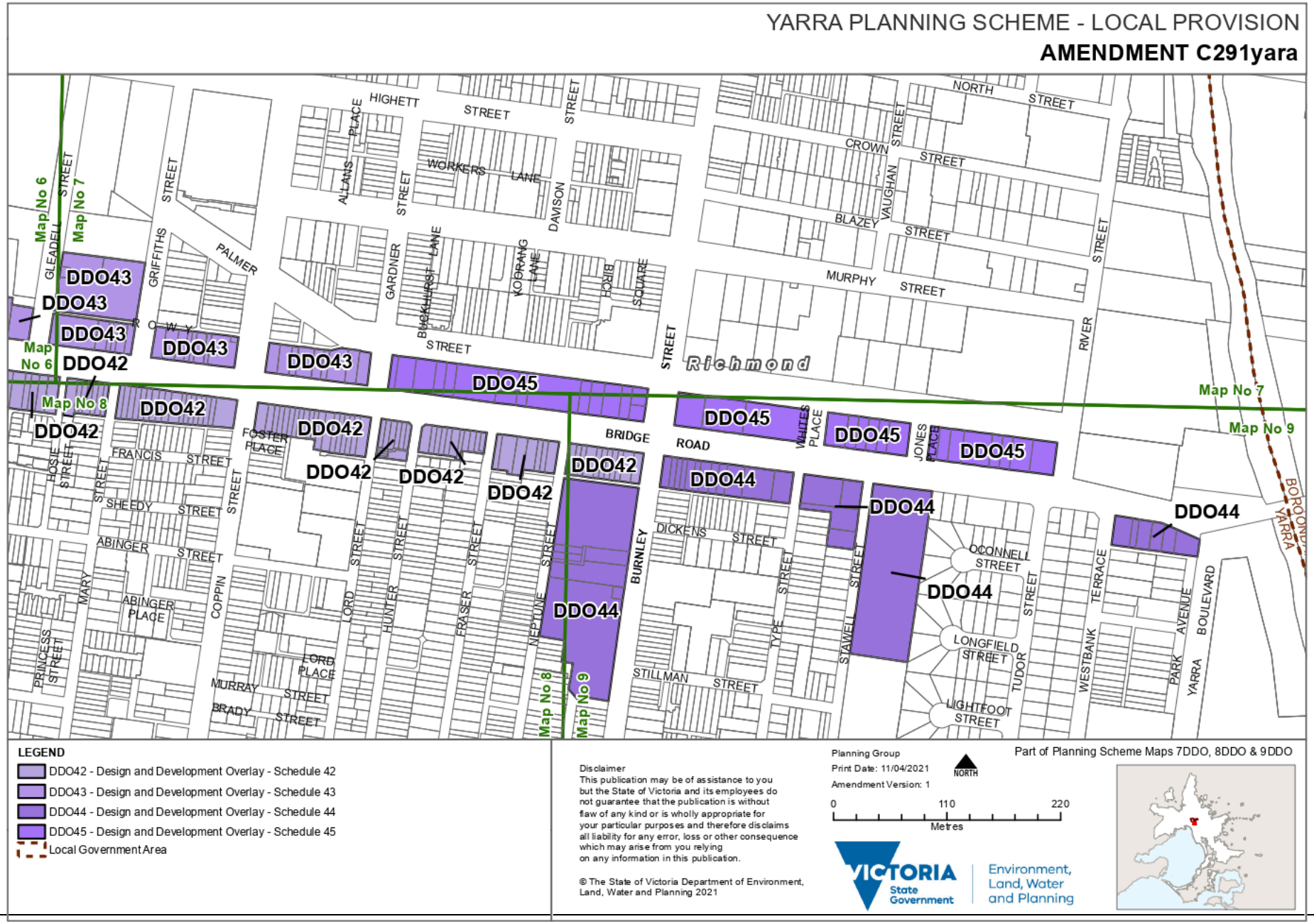


Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO41 – Bridge Road West (Precinct 1)

Building heights, street wall and upper level setbacks

Interims

Proposed

Building heights

- 11m
- 15m
- 18m
- 21m
- 28m
- 40m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)

Street wall height and setback interface ref

- A
- B
- C
- E
- F
- H
- H
- I

NB - Residential interfaces are outlined in the report

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface B	Retain heritage frontage Other buildings - 11m	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory)	13m (preferred)	13m (preferred)
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	Heritage buildings - 5m 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface E	11m (preferred)	Retain existing street wall for heritage buildings (preferred) Other buildings - 11m (max) (preferred)	3m (preferred) 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)
Interface F	-	8m (preferred)	-	4.5m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO41 – Bridge Road West (Precinct 1)

Key changes

Heights

(01) Reduce heights on 44-70 Bridge Road from 15m to 11m to preserve view 2 to the Pelaco sign.

(02) Reduce heights on lots fronting Bridge Road between Lennox Street to Church Street from 21m to 18m as these lots are consistent with lots to the west of Lennox Street in terms of fine-grain and heritage. The 21m height is retained to the rear towards the Pelaco buildings. This provides an appropriate increase in scale to the taller Pelaco building.

(03) Reduce heights from 18m to 15m to provide an improved transition in scale towards the south and limit overshadowing outcomes to Alexander Reserve.

(04) Reduce heights on the north-west corner of Church Street and Bridge Road, and along Cameron Street from 28m to 18m to match heights to align with built form outcomes of the Richmond Quarter redevelopment and to retain the integrity of fine-grain heritage buildings adjacent to Mary Rogers Square.

(05) Reduce heights from 28m to 15m in consideration of narrow lot widths, heritage buildings and improving the transition in scale to lower scale development to the north of Cameron Street.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Applying Interface E — Side Street on side streets.

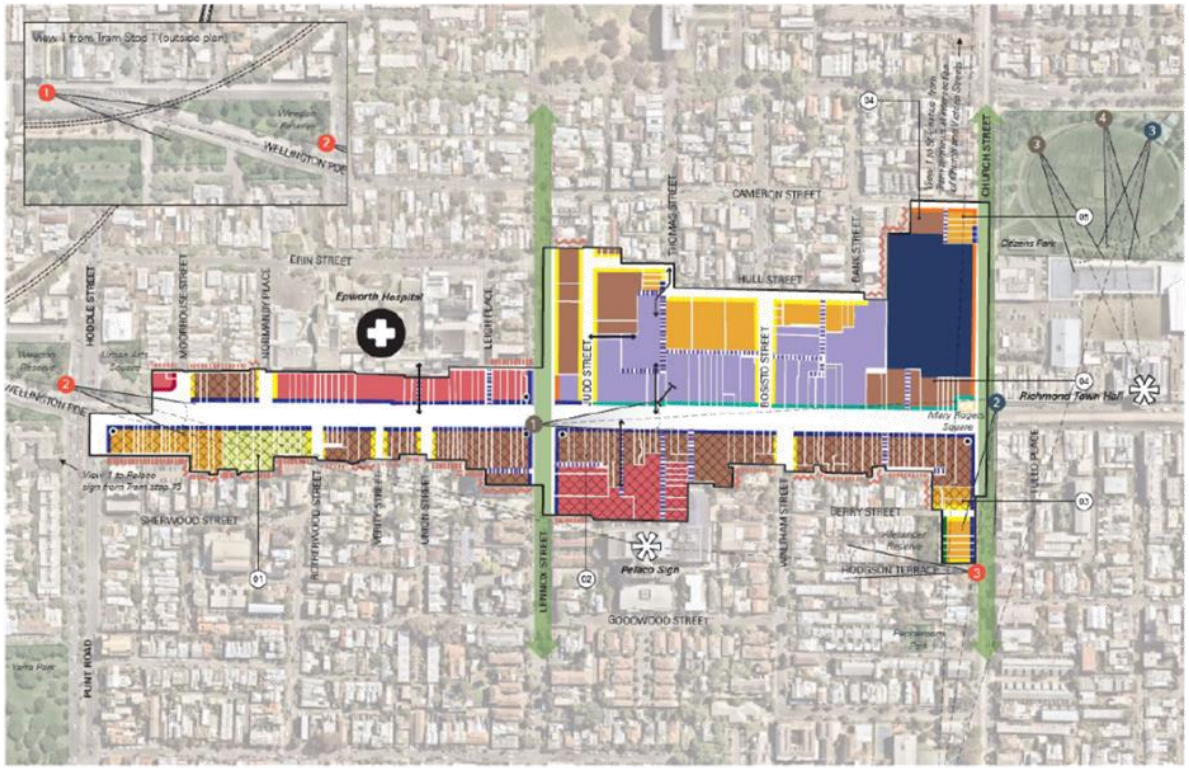
— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface.

NOTE: Additional upper level setbacks will be required for properties at 44-70 Bridge Road (10m approx.) and 72-78 Bridge Road (3m approx. at rear). The mandatory views to landmarks requirements will ensure that proposals will be assessed on a performance-based basis to ensure retention of views.

(06) Apply Interface F — Residential Street interface on lots interfacing Alexander Reserve to ensure an appropriate transition in height towards open space.

(07) Apply Interface A — Heritage (6m) on the north side of Bridge Road between Lennox Street and Judd Street. This reduces the front setback from a preferred 13m to a mandatory 6m. It would be difficult for future development to provide a 13m setback due to relatively shallow lot depth. Development should be encouraged on this site as there are no heritage buildings. A 6m upper level setback would also mirror the upper level setbacks on other corners on Lennox Street and Victoria Street to support a consistent streetscape at this major intersection.



Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO42– Bridge Road South (Precinct 2)

Building heights, street wall and upper level setbacks

Interims

Proposed

Building heights
- 18m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)

Street wall height and setback interface ref
- A
- C
- E
- H
- H
- I

NB - Residential interfaces are outlined in the report

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Upper Level Setback	Proposed Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	Heritage buildings - 5m 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface E	-	Retain existing street wall for heritage buildings Other buildings - 11m (preferred)	-	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO42 – Bridge Road South (Precinct 2)

Key changes

Heights

The mandatory maximum building heights (18m) in the interim built form controls are appropriate and allows for upper-level 'shoptop' development that retains the heritage frontage and the front room. However, achieving this height will be dependent on lot characteristics, such as width, depth and access via a rear laneway.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

- Apply Interface E — Side Street interface on side streets to encourage development on side streets. The current interim controls specify a mandatory upper level setback of 6 metres on the majority of side streets.
- Apply Interface A — Heritage (6m) interface on both frontages on corner of major cross streets where there is a heritage building. This includes:
  - South-east corner of Church Street and Bridge Road
  - South-west corner of Coppin Street and Bridge Road
  - South-east corner of Coppin Street and Bridge Road

Boundary changes

(01) Relocate the area east of Burnley Street to Precinct 4: Bridge Road East South on the basis of differing character, less heritage constraints or buildings and lot characteristics. These lots are more consistent with these to the east of Type Street. This will allow for a more coherent built form approach for both precincts.

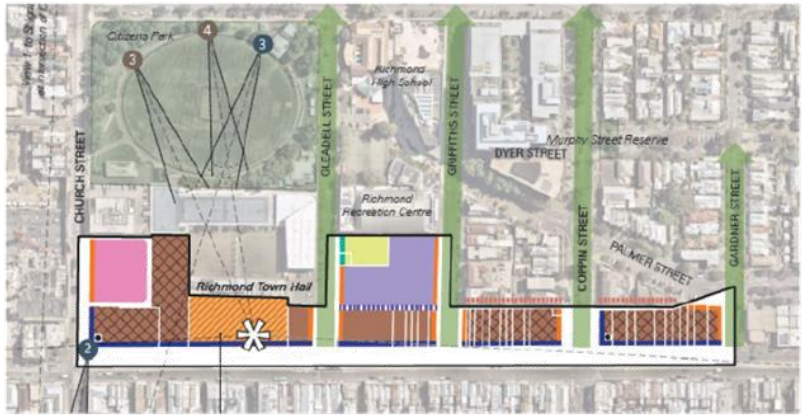
Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO43 – Bridge Road North (Precinct 3)

Building heights, street wall and upper level setbacks

Interims

Proposed



Building heights
- 11m
- 15m
- 18m
- 24m
- 28m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)
- Limited development potential

Street wall height and setback interface ref
- A
- B
- C
- H
- I

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface B	Retain heritage frontage Other buildings - 11m	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory)	13m (preferred)	13m (preferred)
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO43 – Bridge Road North (Precinct 3)

Key changes

Heights

(01) Reduce heights from 18 to 15m on the former Richmond Police Station and the Richmond Town Hall to protect views to St Ignatius' and explicitly note the limited development potential of these sites.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street on side streets to encourage development on side streets. The current interim controls specify a mandatory upper level setback of 6 metres on the majority of side streets.

— Apply Interface C — Non-heritage consistently on Gleadell Street and Griffiths Street for a preferred, instead of mandatory, upper level setback of 6 metres. However, the 13m upper level setback should be retained for the former Metropolitan Gas Company Gas Inspector's Residence at 17 Gleadell Street.

— Apply Interface A — Heritage 6m interface on both frontages on corner of major cross streets where there is a heritage building. This includes:

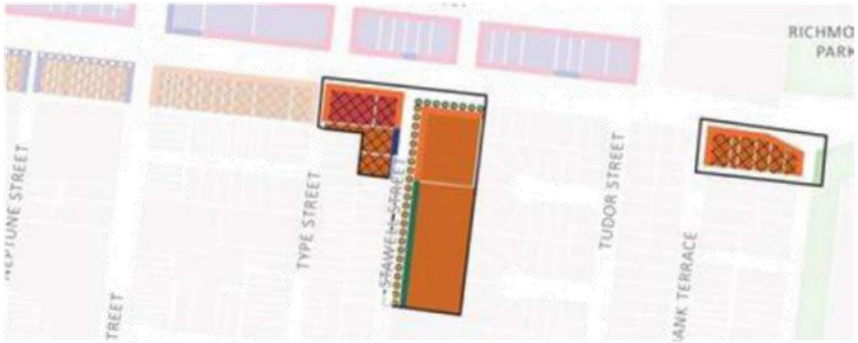
- North-east corner of Church Street and Bridge Road
- North-east corner of Coppin Street and Bridge Road

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO44 – Bridge Road East South (Precinct 4)

Building heights, street wall and upper level setbacks

Interims



Proposed

Building heights
- 18m
- 21m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)

Street wall height and setback interface ref
- A
- C
- E
- F
- H
- H
- I

- 2m landscape setback
- 6m landscape setback

NB - Residential interfaces are outlined in the report

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Upper Level Setback	Proposed Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Preferred)	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface E	-	Retain existing street wall for heritage buildings Other buildings - 11m (max) (preferred)	-	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)
Interface F	8m (preferred)	8m (preferred)	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	4.5m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO44 – Bridge Road East South (Precinct 4)

Key changes

Heights

(01) Reduce heights between Type Street and Stawell Street from 21m to 18m. This will ensure a consistent approach is undertaken in relation to fine-grain lots along the Bridge Road frontage and help ensure the visual prominence of the former Flour Mill & Grain Store Complex as a local landmark.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

(02) Retain the existing private right-of-way and apply the non-residential laneway interface.

(03) — Apply a ground level setback of 6 metres on the eastern and southern boundary of the Officeworks site to provide for a landscape buffer to the Racecourse Precinct to the east and the existing lower scale apartment development to the south.

— Apply a ground level setback of 2 metres on the western and northern boundary of the Officeworks site to ensure retention of trees.

Boundary changes

(04) Include the area in the Commercial 2 Zone currently outside the interim DDO to the south-west of Burnley Street as this area contains very large sites with high development potential.

(05) Include the area east of Burnley Street from Precinct 2: Bridge Road South provide for a more coherent built form approach for both precincts.

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO45 – Bridge Road East North (Precinct 5)

Building heights, street wall and upper level setbacks

Interims

Proposed

Building heights

- 18m
- 28m
- Heritage building on major corner (mandatory 6m upper level setback)

Street wall height and setback interface ref

- A
- C
- D

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface D	15m (preferred)	15m (preferred)	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	4.5m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO45 – Bridge Road East North (Precinct 5)

Key changes

Heights

(01) Reduce heights from 28m to 18m to preserve the integrity of heritage buildings at:

— Royal Oak Hotel, 529-533 Bridge Road (HO529)

— 130 Palmer Street and 635-639 Bridge Road (HO310)

Building separation

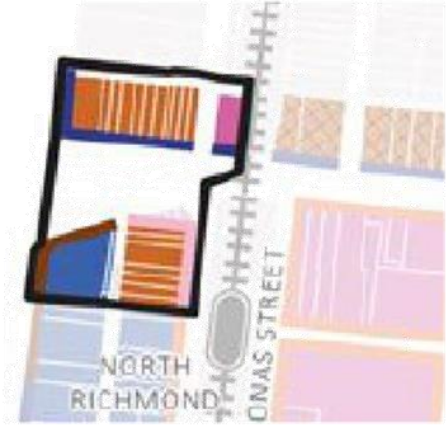
Buildings greater than 21m in height will be required to provide full separation above the street wall to provide clear views to the sky between taller buildings. This will require lots to be sufficiently wide enough to provide 4.5m separation the common boundary with a feasible floorplate width and depth.

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO46 – Victoria Street West (Precinct 1)

Building heights, street wall and upper level setbacks

Interims

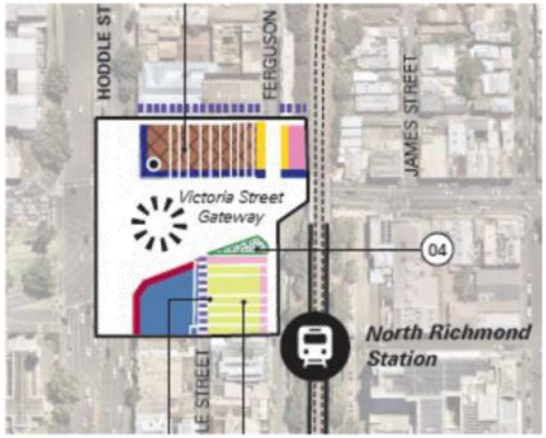


Building heights
- 11m
- 18m
- 24m
- 34m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)

Street wall height and setback interface ref
- A
- D
- E
- G
- I

NB - Residential interfaces are outlined in the report

Proposed



NB – Mandatory heights apply to 2-14 Regent Street.

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Interface D	15m (preferred)	15m (preferred)
Interface E	-	Retain existing street wall for heritage buildings Other buildings - 11m (max) (preferred)
Interface G	Retain heritage frontage Other building - 5m (preferred)	Retain existing street wall for heritage buildings (mandatory) Other buildings - should match the parapet height of the adjoining heritage building

Interface type	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface D	3m (preferred) 6m for buildings within 5m of a heritage building (preferred)	4.5m (preferred)
Interface E	-	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)
Interface G	6m (mandatory)	Heritage buildings - 7m (mandatory) Other buildings – 7m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO46 – Victoria Street West (Precinct 1)

Key changes

Heights

01 Apply mandatory heights at 231-251 Bridge Road to preserve the integrity of the intact heritage buildings and streetscape on this north-east corner of Hoddle Street and Victoria Street.

02 Reduce heights on Regent Street from 18m to 11m to preserve the integrity of single storey heritage buildings at 2-4 Regent Street (HO399) & 10-16 Regent St (HO400)

NB – The proposed DDO applies mandatory heights apply to 2-14 Regent Street to respond to the heritage significance of the buildings.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street on Ferguson Street. The current interim controls do not specify any requirements along this street, which potentially compromise the integrity of the heritage buildings on the north-east corner of Ferguson Street.

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO47 – Victoria Street Central (Precinct 2)

Building heights, street wall and upper level setbacks

Interims

Proposed

Building heights
- 11m
- 16m
- 18m
- 24m
- Mandatory heights
- Heritage building on major corner (mandatory 8m upper level setback)

Street wall height and setback interface ref
- A
- C
- E
- H
- H
- I

NB - Residential interfaces are outlined in the report

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	Heritage buildings - 5m 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface E	-	Retain existing street wall for heritage buildings Other buildings - 11m (max) (preferred)	-	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO47 – Victoria Street Central (Precinct 2)

Key changes

Heights

01 Apply mandatory height controls to lots affected by HO408 (between Shelley Street and Lennox Street).

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Applying Interface E — Side Street on side streets.

— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface (i.e. Little Charles Street and Little Butler Street).

02 Apply Interface E — Side Street on Butler Street to support lower mid-rise development of up to 4 storeys in response to lot constraints (i.e. shallow lot depth of 25m).

03 Apply Interface H — Non-residential laneway on Little Charles Street to align with existing conditions and role of Little Charles Street as a service laneway. It should be noted, the eastern interface is already defined by recent development, whereas the western interface is largely built to the boundary and contains warehouses and commercial buildings.

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

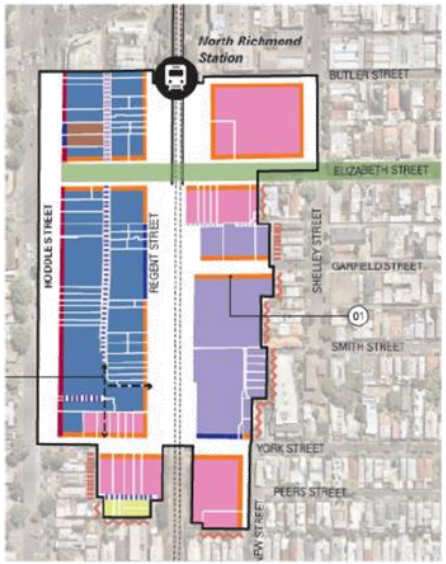
DDO48 – North Richmond Station (Precinct 3)

Building heights, street wall and upper level setbacks

Interims

Building heights
- 11m
- 24m
- 28m
- 34m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)

Proposed



Street wall height and setback interface ref
- A
- C
- D
- H
- H
- I

NB - Residential interfaces are outlined in the report

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory)
Interface D	15m (preferred)	15m (preferred)

Interface type	Interim Upper Level Setback	Proposed Upper Level Setback
Interface A	6m (Mandatory for Individually Significant heritage buildings) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface D	3m (preferred) 6m for buildings within 5m of a heritage building (preferred)	4.5m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO48 – North Richmond Station (Precinct 3)

Key changes

Heights

No changes in height are proposed for this precinct as current heights will support a new mid-rise character along the corridor while lower heights combined with residential interface requirements will ensure a transition is provided to lower scale residential areas to the south and east.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

- Clarifying locations where there is a residential interface (direct abuttal or laneway).
- Clarifying locations where there is a non-residential laneway interface (i.e. Little Hoddle Street)

(01) Apply Interface A along Garfield Street, placing the mandatory upper level setback requirement as the heritage building at 14 Garfield Street (Marchants Pty Ltd stables) have been demolished through recent development.

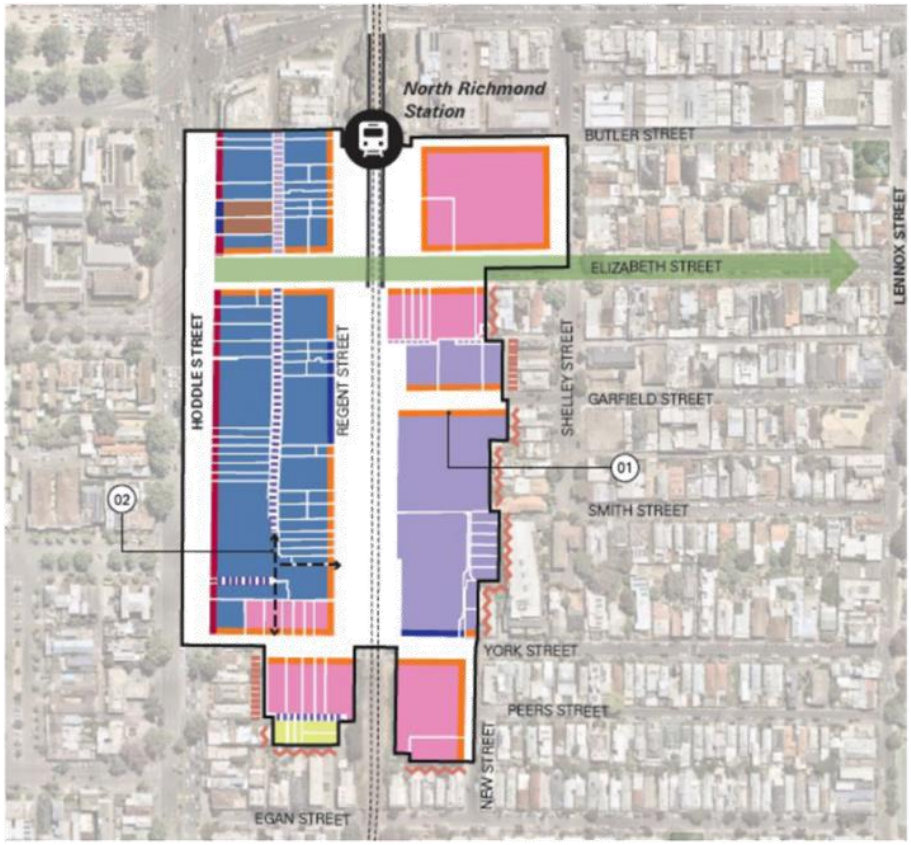
Building separation

Buildings greater than 21m in height will be required to provide full separation above the street wall to provide clear views to the sky between taller buildings. This will require lots to be sufficiently wide enough to provide 4.5m separation the common boundary with a feasible floor plate width and depth.

Pedestrian permeability

(02) Future development at 67 Hoddle Street (Childcare) and 71 Regent Street should retain and enhance the existing informal pedestrian connection between Hoddle Street, Little Hoddle Street and Regent Street.

NB - Reduced height from 28 to 18m to preserve the integrity of heritage buildings at 25 and 27-29 Hoddle Street



Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO49 – Victoria Street East (Precinct 4)

Building heights, street wall and upper level setbacks

Interims

Building heights
- 11m
- 15m
- 18m
- 24m
- Mandatory heights

Street wall height and setback interface ref
- A
- C
- E
- H
- H
- I

NB - Residential interfaces are outlined in the report

Proposed

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	5m 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface E	-	Retain existing street wall for heritage buildings Other buildings - 11m (max)	-	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO49 – Victoria Street East (Precinct 4)

Key changes

Heights

01 Reduce heights on Victoria Street between Lennox Street and the existing laneway (Post Office Walk) from 24m to 18m and reduce overshadowing to the Lennox Street Community Garden from overshadowing.

02 Height reduction and application of mandatory height controls to lots fronting Victoria Street between Little Lithgow Street and Lithgow Street which are primarily occupied by heritage buildings (HO58 and HO59).

03 Reduce heights from 18m to 11m at 25-33 Lithgow Street to preserve the integrity of the narrow row of heritage buildings. The single storey houses at 25-33 Lithgow Street will be visually dominated if development above 11m was to occur within their property boundaries.

04 Reduce heights from 18m to 15m at the former Cordial Factory (35-47 Lithgow Street) will protect the visual prominence of the former Cordial Factory and provide for an appropriate transition to surrounding single and two-storey scale heritage places (HO28 and HO339).

05 Reduce heights from 24m to 18m between Little Lithgow Street and Lithgow Street to provide an appropriate transition to lower scale residential areas zoned.

06 Reduce heights from 24m to 18m to provide a consistent built form outcome to all corners within the precinct, and to reflect a realistic achievable height on comparatively shallow sites.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street on side streets.

— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface (i.e. section of Little Lithgow Street)

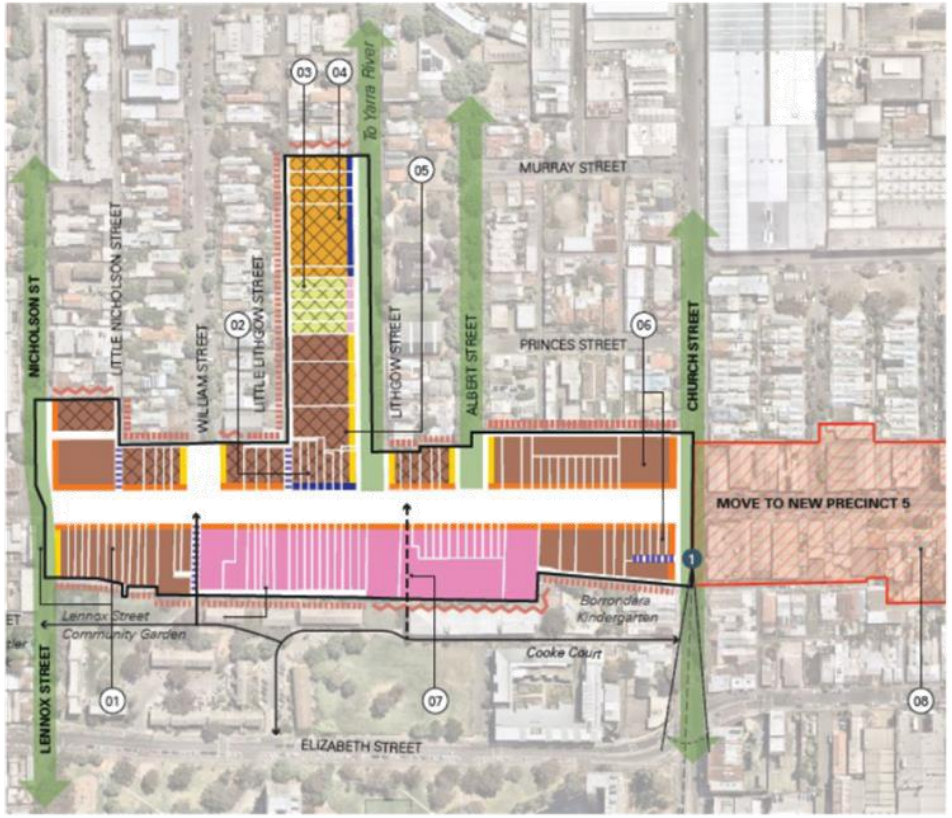
07 Future development at 218-242 Victoria Street through potential consolidation should provide a high quality north-south pedestrian connection from Victoria Street to Elizabeth Street. The provision of this new connection could be exchanged for greater height.

Building separation

Buildings greater than 21m in height will be required to provide full separation above the street wall to provide clear views to the sky between taller buildings. This will require lots to be sufficiently wide enough to provide 4.5m separation the common boundary with a feasible floor plate width and depth.

Boundary changes

08 Relocate the area east of Church Street into a new precinct (Precinct 5: Victoria Street End) on the basis of differing character, development opportunities and lot characteristics. This will allow for a coherent built form approach that responds to the distinctly different contexts to each side of Church Street.

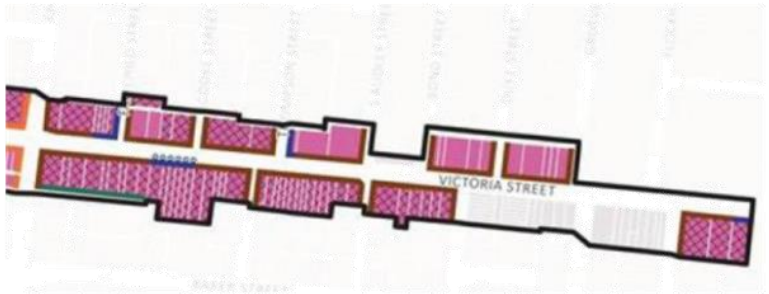


Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO50 – Victoria Street End (Precinct 5)

Building heights, street wall and upper level setbacks

Interims



Proposed

Building heights

- 15m
- 18m
- 21m
- 24m
- Mandatory heights
- Heritage building on major corner (mandatory 6m upper level setback)

Interface type	Interim Maximum Street Wall Height	Proposed Maximum Street Wall Height	Interim Minimum Upper Level Setback	Proposed Minimum Upper Level Setback
Interface A	Retain heritage frontage Other buildings - 11m max (Mandatory for Individually Significant heritage buildings or heritage streetscape) Preferred for contributory & non heritage buildings)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (Mandatory) Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.	6m (Mandatory for Individually Significant heritage buildings or heritage streetscape) (Preferred for contributory & non heritage buildings)	6m (mandatory) For buildings taller than 15m, a 9m setback for the top most level (preferred).
Interface C	11m (preferred)	Retain existing street wall for heritage buildings Other buildings - 11m (max) & 8m (min) (preferred)	5m (preferred) 6m for buildings within 5m of a heritage building (preferred)	Heritage buildings - 6m (preferred) Other buildings - 6m (preferred)
Interface D	15m (preferred)	15m (preferred)	3m (preferred) 6m for buildings within 5m of a heritage building (preferred)	4.5m (preferred)
Interface E	-	Retain existing street wall for heritage buildings Other buildings - 11m (max) (preferred)	-	Heritage buildings 6m (preferred) Other buildings - 3m (preferred)
Interface F	8m (preferred)	8m (preferred)	4m (preferred)	4.5m (preferred)

NB - Residential interfaces are outlined in the report

Attachment 7 - Comparison of key metrics - Interim and proposed provisions

DDO50 – Victoria Street End (Precinct 5)

Key changes

Heights

01 Reduce heights from 24m to 18m on the northern side of Victoria Street between Church Street and Thompson Street to provide an appropriate transition to lower scale residential areas affected by HO32 to the north with regard to visual bulk and scale.

02 Reduce heights from 24m to 18m on lots the southern side of Victoria Street with a frontage to Eureka Street to ensure sunlight access is provided to frontyards and windows of residential properties on Eureka Street.

03 Reduce heights from 24m to 15m at 316-326 Victoria Street to preserve the integrity of heritage buildings.

04 Reduce heights from 24m to 21m on the southern side of Victoria Street from 328 Victoria Street to Johnston Street in response to shallow lot depths and residential interfaces.

04 Reduce heights from 24m to 21m to preserve the integrity of the heritage building at 488-496 Victoria Street.

Street wall height and setbacks

In addition to the general revisions to street wall height and setbacks as outlined in Section 3, specific changes include:

— Apply Interface E — Side Street to side streets.

— Clarifying locations where there is a residential interface (direct abuttal or laneway).

— Clarifying locations where there is a non-residential laneway interface.

8.4 Brunswick Street - Part time tram lane and bicycle upgrades

Reference	D21/33744
Author	Simon Exon - Unit Manager Strategic Transport
Authoriser	Director Planning and Place Making

Purpose

1. The Department of Transport (DoT) has proposed changes to the Brunswick Street roadway (including line marking and operations) to improve tram reliability, reduce tram journey times and improve conditions for cyclists.
2. The State Government is seeking Council approval for the changes so DoT can deliver the project before the end of this financial year.
3. If the project is not delivered before 30 June 2021 then the allocated funding will be lost and it will not be funded in the 2021-2022 financial year.

Critical analysis

History and background

4. Brunswick Street is a very busy local road managed by Council within a designated activity centre. Trams and bicycles share space with high volumes of traffic (primarily through traffic heading between the northern suburbs and the CBD). During the morning peak, trams run approximately every 2-6 minutes.
5. Brunswick Street has had part-time tram lanes (and associated 'No Stopping' zones) in operation (between Alexandra Parade and Victoria Parade) for decades.
6. Part-time tram lanes are used across Melbourne to increase tram reliability and speeds during peak travel times when otherwise trams would be slowed by high volumes of traffic.
7. Typically, these lanes rely on adjacent parking bays being designated as 'No Stopping' or 'Clearway' when the tram-lanes are operating so cars drive in the kerbside lane and trams have their own lane. Outside of peak periods, kerb side carparking means that traffic and trams share one lane.
8. The effectiveness of the part time tram lanes is undermined by low levels of driver awareness and compliance.
9. Brunswick Street is also a busy strategic bicycle corridor. 957 riders were counted during the 2020 Super Tuesday count (between 7am-9am) at the Gertrude Street intersection. This is even higher than Wellington Street at Langridge Street (866 riders in the same period), which has protected bike lanes.
10. Unfortunately, Brunswick Street has a high rate of crashes involving cyclists; with 63 crashes recorded in the last 5 years. These statistics reflect of many different types of road users sharing the same space, the high turnover of vehicles from parking bays, the nature of the road environment, and the lack of adequate bike facilities in some sections.
11. Brunswick Street's bike lanes are delineated by line marking and vary in width. In some places they are quite wide in others they are very narrow, and cyclists must travel very close to cars. In some sections, bike lanes only operate during 'No Stopping' times.
12. Research consistently shows that any bike route is only as good as its weakest link, and narrow bike lane sections are a major deterrent for potential cyclists; particularly women, children, and those over 40 years of age.

Discussion – 'Existing Issues', 'Proposed Changes', and 'Officer Comments'

13. The proposal is for upgrades to linemarking and road operation to increase compliance with the part-time tram lanes thereby improving tram reliability and reducing delays. A significant bike lane improvement is also proposed at the southern end of Brunswick Street.

14. The scope of this project is limited by its allocated budget and timelines.

15. Upgrades to tram stops, or large-scale changes to the road environment or parking are not within scope.

16. The project does not attempt to resolve all issues for all road users along the length of the corridor, however, if approved it is likely to deliver some improvements that reflect Council's adopted policies.

General improvements to the part time tram lanes

17. The existing issues are:

    (a) The part-time tram lanes are poorly defined and driver awareness of their operations is low;

    (b) The part time-tram lanes (and relevant parking restrictions) operate at different times to the north and south of Johnston Street during the morning peak. This creates confusion for motorists:

        (i) to the north of Johnston Street, they operate between 7.30 - 9.00am; and

        (ii) to the south of Johnston Street, they operate between 7.00 - 9.00am.

DOT Proposal

18. The proposal by DoT is to:

    (a) install 'Yellow Wave' linemarking to alert drivers to the presence of the part-time tram lanes and their times of operation (Figures 1 & 2);

    (b) change the tram-lane operating time (and relevant parking restrictions) so both halves (north and south of Johnston Street) operate 7.00 - 9.00am during the morning peak;

    (c) update all relevant signage, including parking restrictions signage; and

    (d) activate overhead electronic signage to alert drivers to the tram lanes and make them aware that they must exit the lane.

Figure 1 – The existing part time tram-lanes on Brunswick Street are linemarked with a simple yellow line and rely on drivers observing small overhead signs to see times of operation.

Figure 2 – It is proposed to install 'Yellow wave' linemarking to better alert drivers to tram lane operations. This has been in operation on Smith Street since 2013 and has resulted in improved driver compliance with the tram lanes.

Officer comments

19. Collectively these changes would significantly increase driver awareness of the part-time tram lanes and simplify their operation. Increased awareness will improve driver compliance so the part tram lanes work better.

Tram Priority Improvements at the Gertrude St intersection (southbound only)

20. The existing issues are:

(a) during the morning peak right-turning vehicles can take multiple light phases to clear, blocking the intersection including tram tracks;

(b) outside of the morning peak, queues of right-turning vehicles can extend beyond the nearest parking bay which blocks left-turning and through-traffic from accessing the intersection. These queues can cause significant delays to trams, traffic and bicycles outside of peak times;

(c) cars are expected to merge from 2-lanes to 1-lane as they approach Hanover Street (where the part-time tram lane currently begins in this section), but in practice many cars continue to drive on the tram tracks up to the Gertrude Street intersection; and

(d) the south-bound bike lane in this section only operates during the morning peak (i.e. when cars are not parked). This is not good enough given the volume of cyclists and the designation of Brunswick Street as Strategic Cycling Corridor.

DOT Proposal

21. These involve:

(a) introducing a 7am-9am right-turn ban from Brunswick Street (south-bound) into Gertrude Street this would to keep right-turners out of the way of trams;

(b) converting the inner traffic lane from 'through-and-right' to 'right-turn only' (outside of peak times);

(c) removing four parking bays on the approach to the Gertrude Street intersection - to allow left-turning and through traffic to pass right-turners and stay off the tram tracks (outside of peak times (these spaces are currently time-restricted to 2-hours for most the day with no-stopping between 7am-9am), and

(d) extending the existing part-time tram lane north to King William Street to keep cars in single-lane.

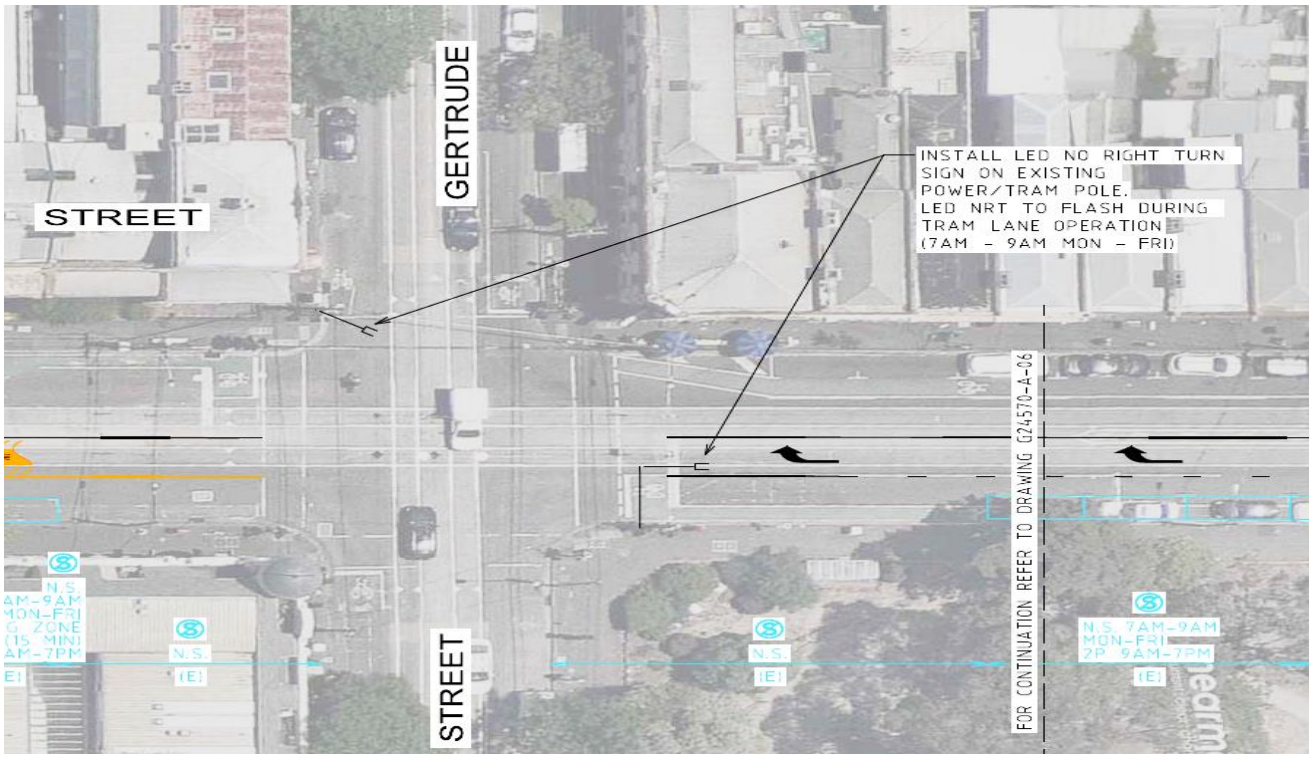


Figure 3 – Right-turns into Gertrude Street will be banned between 7am-9am – Monday to Friday, and four parking bays will be removed from the northern approach to this intersection so it operates better. The turn-ban will improve tram reliability and speed during the morning peak, while the removal of parking bays is expected to improve tram reliability all day.

Officer comments

22. Most of the traffic turning right from Brunswick Street into Gertrude Street continues through to Nicholson Street which is a (state designated) preferred traffic route. The (peak hour) right-turn ban into Gertrude Street would encourage drivers to use alternate streets to access Nicholson Street. This would reduce traffic volumes and tram delays on Brunswick Street and Gertrude Street.

23. The small number of vehicles which require local access to this section of Gertrude Street during peak periods can still gain access via Fitzroy Street, Nicholson Street, or roads to the east of Brunswick Street. This may be less convenient for a small number of individuals but would provide significant benefits for tram passengers and other road users.

24. The removal of parking spaces on the approach to Gertrude Street would improve the operation of the intersection significantly. It also would provide bike riders with a longer dedicated lane on the approach to the intersection outside of peak times.

25. Car parking removal is always a sensitive topic, regardless of the benefits of doing so. These parking spaces are located adjacent to the Fitzroy DHHS housing estate. The DHHS site has a large off-street carpark for residents and plus off-street parking areas for visitors and loading. The removal of four parking bays represents the removal of 12% of on-street spaces on this part of Brunswick Street, but less than 3% of on-street spaces directly adjacent to the housing estate when the other three street-frontages are also considered. It is not considered the removal of these four spaces would have a significant impact to parking conditions for residents or visitors to the estate, or to surrounding businesses or residents on Brunswick Street.

Bicycle facility Improvements

26. The existing issues are:

    (a) at the approach to Victoria Parade, there is currently inadequate road space to provide: a tram lane; two traffic lanes and a suitable bike lane;

    (b) the bike lane at this location is effectively squeezed into the remaining space and has a width of just 0.6-0.7m (which is narrower than many bicycle handlebars);

    (c) Austroads and VicRoads guidelines indicate bike lanes must have a minimum width of 1.2m, but recommend a width of at least 1.5m depending on bicycle and traffic volumes;

    (d) cars often encroach into the already narrow bike lane and when this happens it is unusable;

    (e) bikes travelling through the intersection must pass a conflict point with left-turning cars; and

    (f) there were three recorded crashes which resulted in injury involving cyclists at this intersection between 1 July 2016 and 30 June 2020.

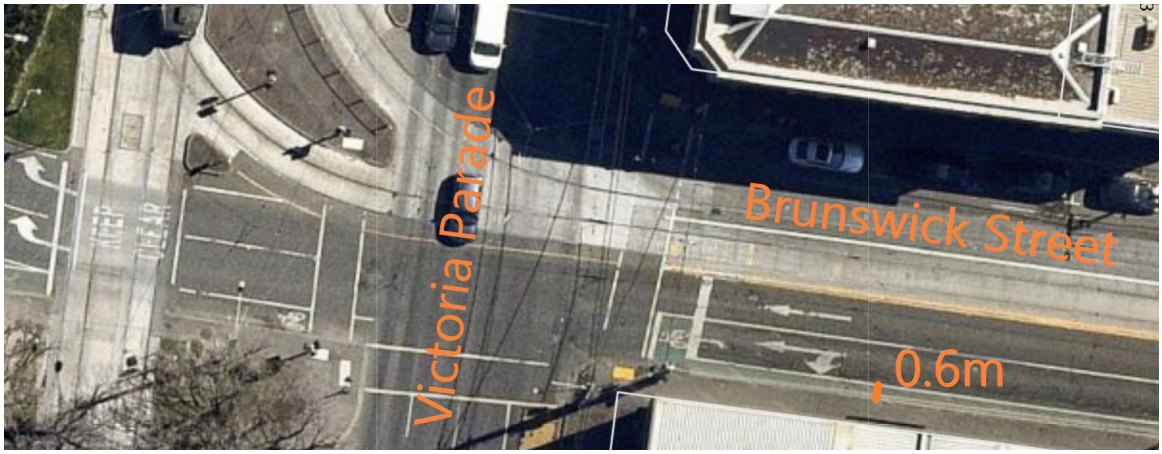


Figure 4 – Existing conditions at Brunswick Street x Victoria Parade.

DOT Proposal

27. Install a new protected bike lane on the approach to Victoria Parade (*Figure 4*) and reducing conflict between bikes and turning vehicles, by:

    (a) removing the kerb-side traffic lane for 60m on the approach to Victoria Parade;

    (b) installing a protected bike lane for approximately 60m on the approach to the intersection;

    (c) removing three parking bays on the approach to the bike lane;

    (d) banning left-turns for vehicles from Brunswick Street into Victoria Parade, and

    (e) continuing the protected bike lanes through the centre-median on Victoria Parade.

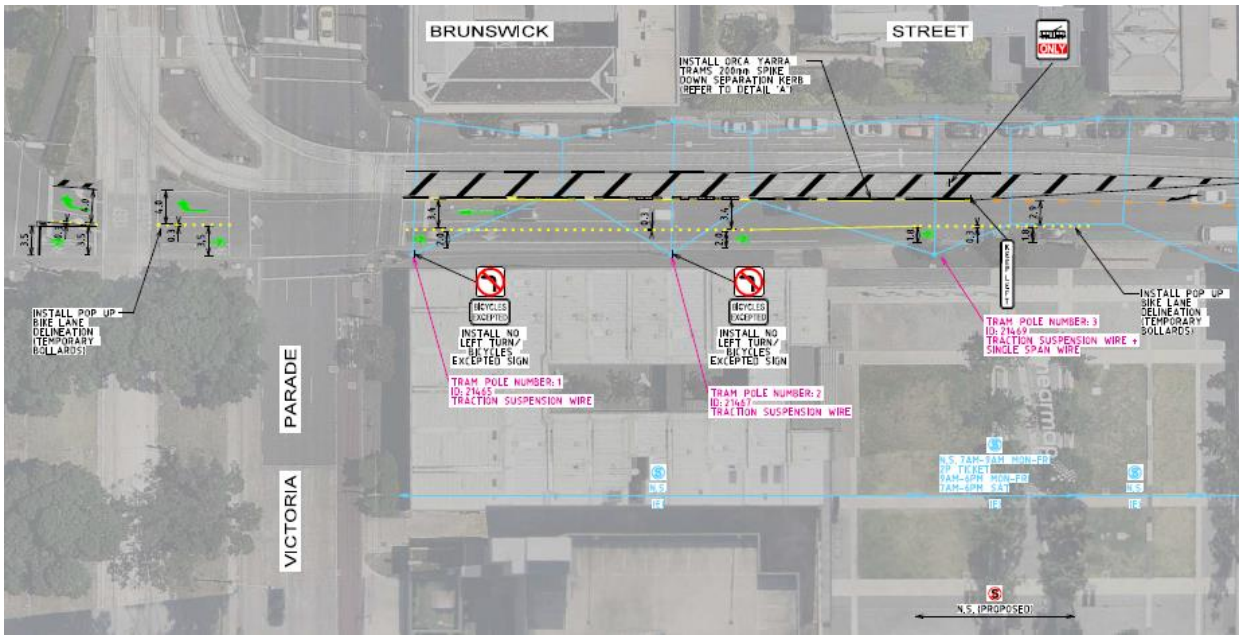


Figure 5 – The kerb-side traffic lane on the approach to Victoria Parade is proposed to be removed and replaced with a protected bike lane. The protected lane would continue through the centre-median on Victoria Parade. The left-turn into Victoria Parade would be banned to remove conflict between bikes and left-turning vehicles.

Officer comments

28. The proposed construction of a protected bike lane at the approach to Victoria Parade, and banning of left-turns would greatly improve capacity, amenity, and safety for cyclists at this key intersection.

29. Vehicles wishing to turn left-into Victoria Parade would need to find an alternate route which would reduce traffic volumes on Brunswick Street, improving cyclist safety and further reducing delays to trams particularly when the part time tram lanes are not in operation.

30. The removal of the left traffic lane would reduce traffic capacity through the intersection, which may result in some additional queuing during busy periods. DOT and Council's Traffic Engineering Units have both indicated increased queuing is not likely to be significant. These changes may increase traffic in the City of Melbourne nearby (particularly Albert Street) as vehicles find alternate routes east from Brunswick Street.

31. The three parking bays are adjacent the Australian Catholic University and are 2P time restricted metered bays. These bays represent 5% of on-street parking spaces located on Brunswick Street between Victoria Parade and Gertrude Street. The removal of these spaces is not considered to significantly impact parking availability along this section of Brunswick Street.

Options

32. There are two options in relation to this project:

Option 1 – Support the proposal

33. In this option, Council would resolve to support the changes proposed by DOT and would note:

    (a) the removal of seven (7) on-street car parking spaces, including (3) metered spaces;

    (b) the removal of the kerbside lane on the approach to the Victoria Parade intersection and ban of left-turns into Victoria Parade to allow for the construction of a protected bike lane; and

    (c) the implementation of a 7am-9am right-turn ban from Brunswick Street (southbound) into Gertrude Street.

34. Following this DOT would aim to complete the project by 30 June 2021.

Option 2 – Not provide approval

35. Council would resolve to not support the changes proposed by DOT and the project would not proceed.

36. DOT has indicated that there is no opportunity to carry over funding for this project into the 2021-2022 financial year, therefore if approval is subject to conditions which cannot be easily (and quickly) met, the project would not proceed.

Community and stakeholder engagement

37. This project is being proposed by DOT, therefore all community and stakeholder engagement would be managed by DOT. DOT has indicated that the community notification process would begin within a week of Council resolving to support this project.

38. This would include notifying businesses and residents along Brunswick Street about the project, what changes are proposed with regards to road operations and parking and why the works are occurring.

Policy analysis

Alignment to Council Plan

39. This project aims to improve tram reliability and speed and improve bike rider safety and therefore aligns with the Council Plan, particularly 'Key objective 6' which states that "*Connectivity and travel options are environmentally sustainable, integrated and well-designed".*

Climate emergency and sustainability implications

40. Improving tram reliability and speed and reducing dangers faced by riders would both encourage more use of trams and bikes along Brunswick Street. These goals align with Council's commitments to move towards zero emissions transport.

Community and social implications

41. The proposed changes would support transport choice by improving reliability of tram services and making cycling conditions safer. Whilst some drivers may need to take alternate routes to their destinations no major detours would be required. The removal of seven parking bays is unlikely to have a material impact on parking availability in the general area.

Economic development implications

42. There are no known economic development implications.

Human rights and gender equality implications

43. There are no known human rights or gender equity implications.

Operational analysis

Financial and resource impacts

44. The removal of seven (7) parking bays, including three (3) metered bays is likely to result in a reduction in revenue totalling approximately $31K to $46K per annum.

45. This comprises an estimated $16K reduced parking revenue and some $15K to $30 K reduced infringement revenue.

46. Once works are complete there is unlikely to be any additional impact on staff resourcing.

Legal Implications

47. There are no known legal implications.

Conclusion

48. The Department of Transport (DOT) has proposed changes to linemarking and road operations on Brunswick Street to improve conditions for trams and bike riders.

49. If installed, there would be minor impacts to cars with some drivers required to find alternate routes and a small reduction in the number of on-street carparks on Brunswick Street.

50. The project aligns with Council's commitments to providing transport choices and promoting active and public transport and should be supported.

51. Whilst the scope of the project does not try to resolve all transport issues on Brunswick Street it would be a valuable "*steppingstone*" to more a more holistic review of the roadway and road operations as part of future projects. If supported by Council, DOT would aim to complete the works by 30 June 2021.

RECOMMENDATION

1. That Council note the report of officers regarding the proposed changes by the Department of Transport to some parts of Brunswick Street, Fitzroy in order to:
   (a) improve tram priority in the morning peak;
   (b) improve the throughput of trams along the street by reducing delays caused by vehicles on the tram tracks, and
   (c) also provide safer bicycle lanes in key locations, and in particular install a protected bike lane at the intersection of Brunswick Street and Victoria Parade.
2. That Council note that to implement these changes the following is required to occur:
   (a) introduce a morning peak right-turn ban southbound from Brunswick Street onto Gertrude Street;
   (b) the removal of seven on-street carparking spaces (including three metered spaces), and
   (c) the removal of the kerbside lane on the approach to the Victoria Parade intersection and install a ban of left-turns for motor vehicles into Victoria Parade.
3. That Council resolve to support the Department of Transport initiatives and authorise the CEO to write a letter of support to the Department to enable the changes to occur before 30 June 2021.

Attachments

There are no attachments for this report.

8.5 Road Management Plan Review 2021

Reference	D21/1165
Author	Bon Tee - Coordinator Asset Management
Authoriser	Director City Works and Assets

Purpose

1. The purpose of this report is to:

   (a) advise Council that, in accordance with the requirements of the Road Management Act 2004, a review of Council's Road Management Plan (RMP) 2017-2021 has been undertaken;

   (b) provide the findings and outcomes from that review;

   (c) outline the requirements to publish the review;

   (d) recommend amendments to the RMP as a result of the review; and

   (e) outline process required to amend the RMP.

Critical analysis

History and background

2. The Road Management Act 2004 (the Act) aims to deliver improved and more efficient road management practices, a safer road network and fairer and clearer rights for road users and responsibilities for road managers.

3. The Act and insurance law reforms introduced in July 2004 created a comprehensive package of civil liability protection for councils and other road authorities.

4. The key features of the Act are:

   (a) the requirement for a road authority to have a Road Management Plan (RMP) in place in order to receive a level of statutory protection against civil liability claims under the Act;

   (b) establishes through a Code of Practice, the allocation of responsibility between road authorities for managing different parts of the road reserve (e.g. roadway, footpath, service road);

   (c) requires a road authority to establish a Register of Public Roads listing each public road for which it is responsible;

   (d) clearly defines powers and obligations in regard to traffic management (including clearways), access management, road works by utilities, and maintenance of public transport infrastructure within road reserves;

   (e) continues to provide municipalities with responsibility for parking on arterial roads;

   (f) provides for Department of Transport (DoT) to implement clearways on declared arterial roads, subject to consultation with Councils, affected landowners, traders and the community in accordance with a Code of Practice;

   (g) confirms DoT responsibility for the declared arterial network, whilst allowing for DoT and Councils to enter into arrangements to transfer or delegate to one another for any operational or coordinating functions; and

(h) allows for a Code of Practice for utilities works on the road reserve, requiring utility authorities to obtain consent from road authorities for certain works; adequately reinstate roads after completion of works; and be responsible for the repair of road infrastructure damaged by failure of utility infrastructure (e.g. burst water mains).

5. The Code of Practice for Road Management Plans associated with the Act states that the contents of an RMP should include:

   (a) a description of those assets on public roads for which a road authority is responsible;

   (b) the standard, or target condition, of those assets to be maintained by a road authority; and

   (c) a management system as established and implemented by a road authority to discharge its duty to inspect, maintain, and repair public roads for which it is responsible.

6. The Road Management Plan section 54 and the Road Management (General) Regulations 2016 sections 8 – 13 define the requirements for the review and amendment of Road Management Plans.

7. Council is required to review its RMP every four years, with the review to be completed by the required date of adoption for the new Council Plan (meaning the current RMP review is due by 31 October 2021 under the new Local Government Act 2020).

8. Council is required to give public notice in the Victoria Government Gazette and a newspaper generally circulating in the area stating:

   (a) that Council has completed the review of its RMP;

   (b) whether Council intends to amend its RMP or not; and

   (c) where the report can be obtained or inspected.

9. Council may choose to amend the RMP following the review, but is not obliged to.

10. If Council decide to amend the RMP, Council must also include in the public notice:

    (a) the purpose and general purport of the proposed RMP;

    (b) where the proposed RMP can be obtained or inspected; and

    (c) that any person who is aggrieved by the proposed amended RMP may make a submission to Council within a specified period (of at least 28 days in duration).

11. Following the public submission period, if Council adopt an amended RMP, a further public notice in the Victoria Government Gazette and a newspaper generally circulating in the area is required stating that:

    (a) that Council has amended its RMP; and

    (b) where the amended RMP can be inspected.

12. Council first adopted an RMP in 2004, with updated versions subsequently adopted in 2009, 2013 and 2017.

Discussion

13. The assets covered by the RMP include roads, kerb and channel, lanes, pathways (within road reserves) and shared zones, drainage pipes and pits.

14. The RMP focus is on the operational activities in road management and is based on the Code of Practice for Road Management Plans.

15. A detailed review has been undertaken by officers of the current Yarra RMP 2017-2021 and road maintenance practices and processes with respect to the requirements of the Road Management Act 2004. This included standards, levels of service, approach to asset lifecycle management, systems, knowledge of assets, works programs, monitoring of road infrastructure condition, reporting and monitoring mechanisms for maintenance and maintenance intervention levels, and inspection programs.

16. The review process involved the following:

    (a) workshops to engage and to obtain feedback from internal stakeholders;

    (b) benchmarking against neighbouring councils' maintenance standards and practices; and

    (c) seeking advice from Council's insurer (MAV Insurance - Liability Mutual Insurance) on the content of the RMP.

17. The method and findings from that review are summarised in **Attachment 1 – Road Management Plan Review Report 2021**.

18. Based on the recommendations of the report, officers have drafted a proposed amended RMP attached as **Attachment 2 – Draft Road Management Plan 2021**.

19. The Road Management (General) Regulations 2016 requires Council to ensure that the standards and priorities given in relation to the inspection, maintenance and repair of the classes of road to which the Council's Road Management Plan applies are safe, efficient and appropriate for use by the community.

20. The RMP (current and proposed versions) applies to Public Roads as listed in Council's Register of Public Roads (as may be amended by Council from time-to-time) and specifically does not apply to Non-Public Roads that are not listed in the register. The Register of Public Roads is a document referenced in the RMP.

21. A separate report to Council on the Register of Public Roads is scheduled to be presented at the same meeting, on 20 April 2021, with a recommended updated Register of Public Roads for endorsement and a recommended process for the ongoing management of this register.

22. The key changes to the proposed Draft RMP 2021 are the following.

    (a) New sub-section (1.11) Management policy in relation to Laneways Passageways and Right of Ways in Yarra;

    (b) Street lighting, traffic and pedestrian operated signals and open space pedestrian bridges excluded;

    (c) Updated lists of Shared Roads, Major On-road Bicycle Routes, Shared Zones and High Pedestrian Traffic Streets;

    (d) Inspection frequencies altered from nominal to maximum;

    (e) Inspection frequency for High Pedestrian Traffic footpath – period increased from 4-monthly (nominal) to 7-monthly (maximum);

    (f) Include defect mode for property drain with >30mm protrusion at kerb face;

    (g) Minimum clearance of street trees revised and separately specified for over arterial and Council roads;

    (h) Specific response times for tree root damage, crack sealing and tree pruning included; and

    (i) Management systems updated to reflect Asset Management Information System workflow processes.

23. The proposed Draft RMP 2021 has no ending year incorporated in the title, to avoid the inference that Council must adopt an amended RMP in after the next review cycle due in 2025 (although that course of action will be open to Council at that juncture).

24. Standards proposed for road maintenance are predicated on the following considerations:
    (a) meeting reasonable community expectations with regard to road maintenance;
    (b) minimising risk to human safety and exposure of Council to civil claims;
    (c) working within projected available financial and staff resources;
    (d) recognition of Council's unique environment, particularly the heritage significance of bluestone lanes and the constraints due to street trees; and
    (e) feedback from Council staff on the effectiveness and efficiency of past performance and identified opportunities for improvement.
25. Changes to levels of service and intervention levels in the proposed Draft RMP 2021 are not expected to have any material impact on the level of funding allocated in Council's Long-Term Financial Strategy.
26. The proposed amendments do not alter the intent of the relevant sections nor do they seek to absolve Council of its responsibilities under the Road Management Act.
27. The Age newspaper will be used for the publication of public notices (along with the Victorian Government Gazette) as required.
28. The RMP Review Report and the Draft RMP 2021 will be made available on Council's website and also for inspection or copying at Council's Customer Service Centre at Richmond Town Hall.
29. Following consideration of any submissions received and finalisation of the proposed amended RMP, Council may adopt the proposed amended RMP.
30. Planned timeframes are (subject to Council approval):
    (a) Report to Council on review and seeking endorsement of proposed Draft RMP 2021 to commence amendment process – 20 April 2021;
    (b) Public notice of review and intention to amend RMP – 27 April 2021;
    (c) Public submission period – 1 May 2021 to 28 May 2021;
    (d) Report to Council on submissions received and seeking adoption of final proposed RMP 2021 – 20 July 2021; and
    (e) Public notice of amended RMP 2021 – 27 July 2021.

Options

31. Council has an option to not amend its RMP following the review of the RMP 2017-2021, however the officer recommendation is for Council to commence the process to amend the RMP by the giving of public notice that it intends to do so.

Community and stakeholder engagement

32. The review involved officers from Asset Management, Infrastructure Traffic and Civil Engineering, Open Space Services, Strategic Transport, and Risk and Safety.
33. Officers engaged in organised discussions with peers from the neighbouring municipalities of Moreland, Banyule and Boroondara to share knowledge of, and collaborate on, RMP matters.
34. Officers also engaged with MAV Insurance - Liability Mutual Insurance for a review of the existing RMP 2017-2021 and for specific items of further advice.
35. Subject to Council's approval, following a public notice of Council's intention to amend its RMP, there will be a 28-day period for public submissions on the proposed RMP.
36. A further report will be presented to Council to consider any submissions received and to propose a final version of the amended RMP 2021 for adoption by Council.

Policy analysis

Alignment to Council Plan

37. The proposed Draft RMP 2021 is aligned with the "A Connected Yarra" strategic objective of the Yarra *Council Plan 2017-2021*.

38. The proposed Draft RMP 2021 has been developed in accordance with Council's Asset Management Policy and Asset Management Strategy.

Climate emergency and sustainability implications

39. The proposed Draft RMP 2021 continues to recognise the importance of giving priority to pedestrians, cyclists and public transport users in line with Council's Strategic Transport Statement. Initiatives in the plan in support of this includes:

    (a) consideration of the needs of cyclists during the planning of all capital works and road maintenance activities. In some instances, this may result in resurfacing of the bike lane only on a particular road;

    (b) higher inspection frequencies and shorter response times on high use pedestrian footpaths relative to other footpaths; and

    (c) increased number of roads with on-road bike routes listed at higher maintenance standards and a higher response priority for repair.

40. Through the annual capital works plan, separate allocations are sought for programs such as Safety Around Schools, Pedestrian Safety, Spot Safety and DDA compliance works, all of which contribute to pedestrian and cyclist safety, as do discrete projects funded such as those under the Bicycle Strategy.

41. The early identification of defects under the RMP assists with the preservation and extension of useful lives of road assets and reduces the extent of necessary remedial interventions, meaning less material consumption and less machinery usage.

42. The systematic inspections process allows for packaging up of defects similar in nature and/or in close proximity, reducing the overall impact of works.

Community and social implications

43. The Draft RMP 2021 will continue to provide for a sustainable, safe, convenient and efficient transport system and street environment that meets the needs of the community.

44. The Draft RMP 2021 recognises Council's Road Materials Policy which seeks to comply with heritage requirements and conserve and repair the traditional street fabric sympathetic to the character of the municipality by encouraging the retention of bluestone road and laneways.

Economic development implications

45. The responsible management of road-related infrastructure is essential to ensure that all forms of transport can operate as effectively and efficiently as possible. The Draft RMP 2021 will continue to optimise the use of available road funding, which will lead to economic benefits to various entities across the municipality.

Human rights and gender equity implications

46. There are no known human rights or gender equality implications.

Operational analysis

Financial and resource impacts

47. The proposed Levels of Service (inspection and maintenance) have been based on what Council is able to achieve within existing budgetary constraints and priorities. There are no anticipated financial implications resulting from the proposed amendments to the RMP.

48. Council's Road Materials Policy seeks to provide an efficient and cost-effective approach for the distinct requirements of repair/maintenance and reconstruction of road assets and the existing infrastructure.

49. Service levels within the Draft RMP 2021 have been based on funding provided in the 2020/21 budget as listed below:

    (a) Roads, Footpaths, Kerb and Channels, and Lanes (Capital Expenditure) $7,945,000;

    (b) Drainage (Capital Expenditure) $2,110,000;

    (c) Road Maintenance (Operating Expenditure) $4,693,000; and

    (d) Street, Lane and Drain Cleaning (Operating Expenditure) $3,959,000.

50. Maintenance of the service levels in the Draft RMP 2021 assumes on-going funding of road asset capital and maintenance expenditure in accordance with Council's Long-Term Financial Strategy.

Legal Implications

51. The Road Management Act 2004 clarifies the legal responsibilities for the different categories of road assets within the road reserve.

52. Under the Road Management Act section 103, an RMP provides Council with a statutory 'policy defence' against claims for acts or omissions which are in accordance with an RMP made by Council, providing that the RMP is reasonable; this assists Council to manage claims and litigation relating to the road network.

Conclusion

53. A review of Council's RMP has been completed as required by the Road Management Act. As a result of the review, officers recommend that Council commence the process to amend its RMP by the giving of public notice that it intends to do so, with a further report to be brought to Council on the public submissions and a final amended RMP 2021 for adoption by Council.

RECOMMENDATION

1. That Council:

    (a) note that Road Management Act 2004 and Road Management (General) Regulations 2016 specify the requirements for the review of Council's Road Management Plan and the process for adopting an amended Road Management Plan;

    (b) note that the required review of Council's Road Management Plan 2017-2021 has been undertaken as outlined in this report;

    (c) note that Council is required to give public notice of the outcomes of the review in the Victoria Government Gazette and a newspaper generally circulating in the area;

    (d) endorses the Road Management Plan Review Report 2021 to be advertised by such public notice;

    (e) approves the commencement of the process to amend its Road Management Plan and endorses the proposed Draft Road Management Plan 2021 to also be advertised in the same public notice;

    (f) note that, in accordance with sections 54(2) and 54(3) of the Road Management Act 2004 to amend the Road Management Plan, the public notice will state:

        (i) the purpose and general significance of the proposed Road Management Plan;

        (ii) that a copy of the proposed Road Management Plan can be inspected or obtained at the Richmond Town Hall Customer Service Centre and on Council's public website; and

(iii) that any person who is aggrieved by the proposed Road Management Plan may make a submission to the Yarra City Council within a period of 28 days after the day on which notice is given; and

(g) note that following the required 28-day period, officers will provide a further report to Council on the submissions received and a proposed final Road Management Plan 2021 for adoption by Council.

Attachments

1⇩ Road Management Plan Review Report 2021

2⇩ Draft Road Management Plan 2021

Attachment 1 - Road Management Plan Review Report 2021

Attachment 1 - Road Management Plan Review Report 2021

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations and to their Elders past, present and future.

Road Management Plan Review Report

Attachment 1 - Road Management Plan Review Report 2021

Introduction

Requirement for the Review

An internal review of Yarra City Council's *Road Management Plan (RMP) 2017* has been undertaken in accordance with section 54(5) of the *Road Management Act 2004* and section 8(3) of the *Road Management (General) Regulations 2016*.

Council is required to undertake a review of the RMP in consideration of section 9 of the *Road Management (General) Regulations 2016* after each general election and during the same period as it is preparing its Council Plan.

The regulations require that the review be completed, and that a report (being this document) is published summarising the finding and outcomes of the review, including any proposed amendments.

Based on the outcomes of this review, amendments to Council's RMP are proposed.

Purpose of the Review

The purpose of this review is for Council, as a road authority, to ensure that the standards in relation to, and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of road to which the plan applies are appropriate.

RMP Review Process

The RMP focus is on the operational activities in road management and is based on the Code of Practice for Road Management Plans published by the Victorian State Government.

A review was undertaken of Council's current RMP and road maintenance practices and processes to ensure they met the requirements of the Road Management Act 2004. This included standards, levels of service, approach to asset lifecycle management, systems, knowledge of assets, works programs, monitoring of road infrastructure condition, reporting and monitoring mechanisms for maintenance, and maintenance intervention levels, and inspection programs.

Internal Consultation

Two major RMP Review Workshops were held with participation from Council's Traffic, Civil Engineering, Road Services, Asset Management, Open Space Services, Strategic Transport, and Risk and Safety teams.

A preliminary draft RMP 2021 incorporating issues and discussions was circulated for review and agreement by the relevant Council officers before the draft RMP 2021 was produced.

External Consultation

Benchmarking has been carried out to determine how the inspection frequencies and defect response times set out in the RMP compare with other neighbouring councils. The benchmarking indicated that there is a range of inspection frequencies and defect response times, however the analysis of the data showed that Yarra's inspection frequencies and response times are generally within the range adopted by most councils.

Sources of external consultations include:

(a) Benchmarking with other council practices;

(b) Advice from MAV Insurance; and

(c) Organised discussions with neighbouring Councils (Moreland, Banyule and Boroondara).

RMP Review Findings and Outcomes

The review considered the following areas:

(a) the document title;
(b) Yarra's *Register of Public Roads* (and relationship to *Management Policy for Laneways, Passageways and Rights of Way in Yarra 2019*);
(c) the assets;
(d) asset hierarchy:
(e) inspection frequencies;
(f) defect modes, intervention levels and response times;
(g) management system;
(h) management issues;
(i) meanings of terms; and
(j) editorial changes.

The following are the review items, discussions and the findings/recommendations.

Review Item	Issue / Discussion	Findings / Recommendations	Change in proposed RMP 2021
Document title – year(s)	Council is obliged only to review its RMP each four years, and may choose (but is not required) to adopt an amended RMP	Don't include an ending year with the RMP title, to avoid the inference that a new RMP must be adopted by Council in 2025.	New title is RMP 2021 with no end year in the title.
Register of Public Roads (RoPR)	There is a need to clearly identify whether laneways such as narrow easements, 'gated' or 'built-over' laneways are considered necessary for public access.	Council has adopted a *Management Policy for Laneways, Passageways and Rights of Way in Yarra* outlining the principles and guidelines for determining which laneways are public roads and should be listed in the RoPR. RoPR to be updated and available on Council Website.	New sub-section added (s1.11)
Asset – street lighting	Street lightings are 'non-road' assets maintained by CitiPower.	Non-functioning street lightings may be reported by the general public directly to CitiPower or through Council.	Street lighting excluded (s2.2)
Asset – traffic and pedestrian operated signals	Traffic and pedestrian operated signals are 'non-road' assets.	Council has a separate inspection regime on these assets. Non-functioning traffic and pedestrian signals may be reported by the general public as and when noted.	Traffic and pedestrian operated signals excluded (s2.2)

Attachment 1 - Road Management Plan Review Report 2021

Review Item	Issue / Discussion	Findings / Recommendations	Change in proposed RMP 2021
Asset – shared roads	Lygon St (Alexandra Pde to McPherson St) is a shared road with Melbourne City Council. This was not included in RMP 2017.	Lygon St (Alexandra Pde to McPherson St) is added to the list. Also move the shared roads list to an Appendix consistent with the other road lists.	This road added (and list moved to new Appendix 2 referenced from s2.4.4)
Asset - footbridges in open space	Footbridges in open space reserves (river crossings) are listed in the RMP 2017 but are not assets within the road reserve.	Only assets within road reserves are considered to be required within the scope of the RMP. Footbridges within open space reserves should be included in and managed according to the Open Space Asset Management Plan. This is in line with advice from MAV Insurance and also practices of neighbouring councils.	Footbridges excluded (removed from s2.4.5)
Asset - major on-road bicycle routes	There have been new major on-road bicycle routes created in Yarra.	New list as per advice from Yarra's Sustainable Transport Officer.	Updated list (now Appendix 4)
Asset – roads with shared zones	There have been new roads with shared zones.	New list as per advice from Yarra's Traffic Engineering Unit.	Updated list (now Appendix 5)
Asset hierarchy - road	Consider Council's road hierarchical structure that takes into account their specific functions and vehicular traffic volumes.	Council recognises the significance of bicycle usage as an important mode of transport and will continue to identify roads with bicycle routes as the primary driver to set the inspection and maintenance standards.	No change (s3.2)
Inspection frequencies – nominal versus maximum	The inspection frequencies have been recorded as the nominal frequency of inspection for the various asset classes, however, the actual frequency can vary due to differences in whether the relevant next due date is a working day, and planned or unplanned staff leave.	Revise the inspection frequencies from nominal to maximum cycle times as below (providing a tolerance of 1/12 of the nominal cycle time or 1 month, whichever is greater): Nominal => Maximum 6 months => 7 months 1 year => 13 months 2 years => 26 months 3 years => 39 months	Updated Table 3 (s4.3.1)

Attachment 1 - Road Management Plan Review Report 2021

Review Item	Issue / Discussion	Findings / Recommendations	Change in proposed RMP 2021
Inspection frequency - high pedestrian traffic footpaths (HPTFs)	Currently HPTFs were inspected every 4 months. Records show that there are not many defects picked up during each inspection cycle. Time saved from a reduced inspection frequency may be allocated to other more critical activities.	The inspection frequency was benchmarked against some neighbouring councils and a 6-monthly (nominal) inspection cycle for HPTFs is considered adequate without adversely impacting on service delivery.	Adopt 7-monthly (maximum) inspection frequency for HPTFs (s4.3.1), refer item above.
Defect mode - property drain at kerb face	Private property drain protrusion >30mm is considered a hazard to pedestrian crossing the kerb and to passenger alighting from cars.	Include as a defect item to be assessed and notify Compliance Unit for follow-up action	Defect mode included in Table 4 (s4.4)
Intervention levels - specifications	Intervention levels had been specified as a mixture of "greater-than or equal to" ("=>") and "greater-than" ">".	For consistency, intervention levels are to be specified as "greater than" (>) only.	Updated specifications in Table 4 (s4.4)
Intervention level – overhanging tree branches	Open Space Services officers consider the existing minimum 5 metre clearance (above road pavement) to be too high because this service level is not achievable within resource constraints and will affect the aesthetic streetscape view and tree amenity value without providing a significant risk reduction as compared to a lower height clearance.	In line with practices of other councils, separate minimum height clearances proposed for: • arterial roads – 4.5m • Council roads – 3.5m	Changed intervention level in Table 4 (s4.4)
Intervention actions - "make safe"	The term "make safe" by itself implies that the asset is not safe whereas the asset defect is only above the defined intervention level and not unsafe by definition.	As per advice from MAV Insurance, remove 'make safe' as a description to remedy or repair	Updated intervention actions in table 4 (s4.4)
Intervention actions – limits on remediation	Some intervention actions specified an upper size limit which was associated with the described remediation method as an internal maintenance and operational control issue and was not intended to imply that no remediation action would be taken above this limit, but could be interpreted that way.	It is considered unnecessary to provide operational details on remediation practices. Remove limits on remediation and generalise the descriptions of the remediation method.	Updated intervention actions in Table 4 (s4.4)

Attachment 1 - Road Management Plan Review Report 2021

Review Item	Issue / Discussion	Findings / Recommendations	Change in proposed RMP 2021
Response time – tree root damage	To ensure health of street trees it is always necessary to obtain professional advice on root barriers or root pruning works from Arborist and hence interim measures may be necessary.	Where necessary, interim action to barricade and cordon off risk area within 3 working days is considered to be appropriate.	Updated intervention actions in Table 4 (s4.4)
Response time – crack sealing	Crack sealing response time was "as per Crack Sealing Program" which was ambiguous.	Specific response time to be added as per MAV Insurance advice. It is considered that the normal turnaround time for crack sealing is about 45 working days.	Specific response time added in Table 4 (s4.4)
Response time - tree pruning overhanging vegetation	Street tree pruning response time was "as per Tree Pruning Program" which was ambiguous.	Specific response time added as per MAV Insurance advice. It is considered that the normal turnaround time for street tree pruning is about 45 working days.	Specific response time added in Table 4 (s4.4)
Management System	New asset management information system (TechnologyOne Enterprise Suite) implemented.	Revised flow charts for inspection and repairs work management are required.	New flowcharts added to RMP (s5.2 and s5.3)
Management issues - resourcing	Issue on resourcing, both financial and staff availability was canvassed.	Responsible staff confirmed that based on previous performance, with the existing level of funding and staff availability there will be no adverse impact on service delivery with the proposed changes.	No impact
Management issues – plan performance review	Compliance with existing review /audit requirements.	Existing arrangement to conduct plan performance review is considered to be appropriate.	No impact
Meaning of terms – tolerances	There may be ambiguities on the tolerance statements on inspection frequencies, intervention levels and response times.	The 'tolerance' statements should be removed (as per the practices of most other councils), also noting that inspection frequencies are now recommended as maximum rather than nominal cycle times.	Meaning of Terms updated (s1.2)
Editorial – general	Some aspects of the document could benefit from minor editorial changes to improve clarity.	General editorial changes for clarity not otherwise changing the meaning or intent of the document	Minor editorial changes throughout document

Recommendations

Based on the outcome and findings of this review, it is proposed that Council's RMP is amended as described in the table in the RMP Review Findings and Outcomes section.

The outline of the process for amendment of the RMP is as follows:

(1) Council consideration of this report and decision on whether to proceed with RMP amendment

(2) Public notice of proposed Draft RMP 2021 in The Age newspaper and Victoria Government Gazette

(3) Minimum 28-day period for public submissions

(4) Council consideration of public submissions and decision on adoption of proposed RMP 2021

(5) Subject to Council approval, public notice of RMP 2021 in Victoria Government Gazette

Attachment 2 - Draft Road Management Plan 2021

Attachment 2 - Draft Road Management Plan 2021

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations and to their Elders past, present and future

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Road Management Plan 2021

Attachment 2 - Draft Road Management Plan 2021

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Attachment 2 - Draft Road Management Plan 2021

Revisions and Adoption Schedule

Rev No	Date	Version / Changes
	Aug 2004	First Edition
	July 2009	Second Edition
3.00	25 Jun 2013	RMP Review as per s54(5) of Road Management Act 2004 Amendments Summary: • Focus on operational activities. Strategic planning activities removed from RMP • Asset maintenance hierarchies defined, with corresponding inspection regime (section 4.3) and response priority (section 4.4.3) • Footpath at vehicle crossing included (section 2.4.4) • Carparks and nature strips excluded (section 2.3) • Changes to road defects tolerance intervention levels (section 4.4.1) • Inclusion of 'Force Majeure' clause (section 1.10)
3.01	11 Jul 2013	Initial Draft issued for Public Comment
3.02	17 Sep 2013	RMP 2013 Adopted by Council
4.00	15 Mar 2017	RMP Review as per s54(5) of Road Management Act 2004 Amendments Summary: (1) Changes to inspection program (Table 3) (2) Changes to defects type and intervention levels (Table 4) (3) Changes to response times (Table 4) (4) Significant parks excluded
4.01	2 May 2017	Initial Draft issued for Public Comment
4.02	4 July 2017	RMP 2017 – 2021 Adopted by Council
5.00	18 Mar 2021	RMP Review as per s54(5) of Road Management Act 2004 Amendments summary (refer Yarra RMP Review Report 2021 for detail): (1) New sub-section (1.11) Management policy in relation to Laneways Passageways and Right of Ways in Yarra (2) Street lighting, traffic and pedestrian operated signals and open space pedestrian bridges excluded (3) Updated lists of Shared Roads, Major On-road Bicycle Routes, Shared Zones and High Pedestrian Traffic Streets (4) Inspection frequencies altered from nominal to maximum (5) Inspection frequency for High Pedestrian Traffic footpath – period increased from 4-monthly (nominal) to 7-monthly (maximum) (6) Include defect mode for property drain with >30mm protrusion at kerb face (7) Minimum clearance of street trees revised and separately specified for over arterial and Council roads (8) Specific response times for tree root damage, crack sealing and tree pruning included (9) Management systems updated to reflect Asset Management Information System workflow processes
5.01	20 April 2021	Draft RMP 2021 issued for Public Comment

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Attachment 2 - Draft Road Management Plan 2021

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Attachment 2 - Draft Road Management Plan 2021

1. Introduction

1.1. Legislation Applicable

The Road Management Act 2004 (the "Act") has established a statutory framework for the management of public roads in Victoria. The Act, and any associated legislation as defined in the Act, applies to road authorities including the City of Yarra.

1.2. Meaning of Terms

For the purposes of this Road Management Plan (the "RMP") the following terms shall be defined as:

"the Act"	means the Road Management Act 2004.
"the Council"	means the Yarra City Council.
"Crossover"	means the vehicle crossing or access from back of kerb to property boundary including any section of footpath within the lateral limits of the crossing.
"Day"	in terms of response times a day is a business (working) day excluding weekends and declared public holidays.
"Defect"	is a localised failure in an asset, for example potholes in a road surface or a joint displacement in a concrete pathway.
"Hazard"	is an event, defect, condition or substance, which has the potential to cause harm to property or the health and safety of persons in their use of road infrastructure.
"Inspection Frequency"	is the period between scheduled inspections of the road to identify hazards.
"Intervention Level"	is the extent of a defect above which the defect may pose an unacceptable risk to users of that asset.
"Level of Service"	is the defined service quality for the road against which performance may be measured and relates to quality, quantity, reliability, responsiveness and cost.
"Maintenance Category"	the nominated maintenance category for each road or footpath determined by Council according to an assessment of risk, considering factors such as road classification, road type and volume and type of traffic.
"Pathway"	means a footpath, bicycle path or other area constructed by or developed by a road authority for use by members of the public other than with a motor vehicle but does not include any path – • which has not been constructed by a road authority; • pathways outside of road reserves; or • which connects to other land.
"Programmed Maintenance"	works that are beyond the scope of reactive maintenance but are not Capital Works projects. Generally, they do not require a design to be completed and are seen as a method of rehabilitating infrastructure assets without the need for major capital works.

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"Public Road"	is a road that Council declares in writing as reasonably required for general public use and is then registered on Council's Register of Public Roads[1]
"Remediate"	action to reduce a defect or hazard to below Council's intervention levels.
"Repair"	means the taking of any action to remove or reduce a risk arising from a defect in a roadway, pathway or road-related infrastructure.
"Response Times"	is the time to make safe or repair defects, identified by inspections undertaken by Council officers, or defects notified by the public. Response Time is measured from the time the defect is identified by, or notified to, Council.
"Reactive Maintenance"	the work undertaken daily to keep assets operating at the required service levels. This includes pothole patching, minor repairs to footpath, kerb and channel, signs and street furniture.
"Service Agreement"	means the Service Agreement for Road Maintenance
"Shared Zone"	a road or network of roads where pedestrians, cyclists and vehicles share the roadway.

Terms used in this RMP have the same meaning as the specific definitions included in the Act.

1.3. Role of Road Authority

Under Part 4, Division 5 (sections 49 to 55) of the Act, Council has elected to make a Road Management Plan in accordance with the *Code of Practice for Road Management Plans* (Victoria Government Gazette no. 201, 16 September 2004).

The Act provides that Council as the road authority is to exercise its functions within an overall policy context and to consider the expectations of the community and the resources available, and the competing demands for those resources.

Council is responsible for the development of the RMP and must ensure it manages the inspection, maintenance and repair of the public road network within available funding levels to ensure that a safe and efficient road network is provided for use by members of the public.

1.4. Purpose of the Road Management Plan

The RMP is an operational plan of Council.

The purpose of this RMP is to ensure Council has in place a plan that helps Council to achieve the following objectives.

(1) Ensure that a safe and efficient network of municipal public roads is provided primarily for travel and transport.

(2) Meet the statutory requirements of the Road Management Act, Road Management Regulations (the "Regulations") and relevant Ministerial Codes of Practice (the "Codes"). The purposes of the RMP is defined in section 50 of the Act as below:

"The purposes of a road management plan are having regard to the principal object of road management and the works and infrastructure management principles –

(a) to establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and

(b) to set the relevant standard in relation to the discharge of duties in the performance of those road management functions."

(3) Provide a structure that advances Council's asset management practice in delivering a sustainable road transportation service.

[1] Any "road" vested in Council, which may include a laneway, passageway or Right of Way, which has not been declared by Council to be reasonably required for general public use, is not a public road and therefore considered by Council to be a 'non-public road'.

(4) Adhere to good practice of achieving an appropriate level of statutory protection against civil liability claims under the Act.

1.5. How to achieve the RMP objectives

To achieve the above stated objectives, this RMP provides details in the following key management areas that are central to Council's role as the road authority for municipal public roads:

(a) provide descriptions of the types of road and road-related infrastructure assets included in the RMP (section 2, Road Asset Description);

(b) set up a road and pathway hierarchy classification to facilitate the setting of performance standards (section 3, Maintenance Category);

(c) set relevant performance standards for the discharge of Council's duties (section 4, Performance Standards); and

(d) set details of the management for the discharge of Council's duties (section 5, Management System).

1.6. Key stakeholders

Key stakeholders who will be affected by this RMP in the City of Yarra include:

(a) the community - ratepayers, residents, business, industry, education;

(b) road users such as pedestrians (including those with disabilities and the elderly), bicyclists, motorcyclists, public transport users and vehicle drivers and passengers;

(c) transport service providers - transport operators, bus operators and service providers supporting the delivery of transport service;

(d) tourists and visitors to the area (for recreation, sport, leisure, business, or in-transit);

(e) emergency authorities (Police, Fire, Ambulance, SES);

(f) utilities agencies that use the road reserve for their infrastructure such as water, sewerage, drainage, gas, electricity, telephone, telecommunications, cable TV, pipeline and other like services under the authority of an Act of Victoria or the Commonwealth;

(g) land and property developers and their respective consultants and contractors;

(h) other road authorities such as Department of Transport (DoT), neighbouring Councils, Department of Environment, Land, Water and Planning (DELWP), Parks Victoria, Melbourne Water Corporation, etc.;

(i) special interest groups such as RACV, transport interest groups, industry-representing bodies, ratepayer associations, and other community groups;

(j) State and Federal Government agencies that periodically provide support funding to assist with management of the network; and

(k) Council as the responsible road authority.

1.7. Duty of road users

Whilst Council has certain duties and responsibilities, this RMP is predicated on the basis that the road users also have certain obligations and responsibilities to drive, cycle and walk safely according to the prevailing road conditions, to have regard to the rights of other road users, the community and infrastructure managers, and to avoid damaging infrastructure.

Section 17A of the *Road Safety Act 1986* and section 106 of the *Road Management Act 2004* set out the obligations of road users. In summary:

> *Road users are required to travel safely having regard to the road, weather and traffic conditions, and avoid unreasonable risks to other road users.*

Road users have additional duties and responsibilities under the Roads and Council Land provisions of the *Yarra General Local Law (2016)*.

In particular there are provisions relating to the protection of environment, public safety, management of traffic and roads, control of vehicles and animals on roads, and secondary activities on roads.

A copy of the Yarra General Local Law is available from the municipal offices and on Council's web site at yarracity.vic.gov.au/about-us/governance/local-laws-in-yarra.

1.8. Relationship with Council Plan and Asset Management Policy

The Council Plan sets out Council's medium-term direction and the outcomes sought by Council for its four-year term of office. It details Council's strategic objectives, outlining some of the values, policy and research behind each objective.

The Asset Management Policy and its associated strategy framework have a direct link to the Council Plan through its budgetary and planning processes.

1.9. Relationship with Budget

Council's annual adopted budget and capital works program specifies the planning parameters by which the RMP is carried out. The annual budget is developed within an overall financial planning framework that guides Council in identifying community needs and expectations over the short, medium and long term. In preparing the annual budget, funding requirements for each year are linked with the objectives contained in the Council Plan.

In relation to road and road-related infrastructure assets that provide road transport service, Council recognises the importance of balancing appropriate performance standards with what the community is able to afford and sustain. In balancing the funding level for the inspection, maintenance, repairs, upkeep, rehabilitation and renewal of road and road-related infrastructure assets, Council gives regards to the following key considerations:

(a) its role and obligations under the Road Management Act;

(b) achievement of statutory protection against civil liability claims;

(c) preservation of existing assets in an appropriate and safe working condition;

(d) ability to acquire additional infrastructure assets to serve new growth;

(e) market constraints in labour, plant and equipment, building materials and contractors; and

(f) the competing demands for Council resources.

The performance standards set out in Section 4 of this RMP reflect such balance.

1.10. Force Majeure

Council will make every endeavour to meet all aspects of its RMP. However, in the event of exceptional circumstances that affect Council's ability to deliver the service levels specified in this plan, Council reserves the right to suspend compliance with its RMP. Such exceptional circumstances include but are not limited to:

(a) natural disasters and events including fires, storms, floods, etc.; and

(b) human factors, including lack of Council staff or suitably qualified contractors.

In the event that the Chief Executive Officer of Council, has, considering the impact of the event on the limited financial resources of Council and its other conflicting priorities, formed the view that Council's RMP cannot be met, then consistent with section 83 of the *Victorian Wrongs Act 1958*, they will write to Council's officer in charge of its RMP and inform them that some, or all, of the timeframes and responses in Council's RMP are to be suspended.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's Chief Executive Officer will subsequently write to Council's officer responsible for Council's RMP and inform them which parts of Council's RMP are to be reactivated and when.

1.11. Management Policy for Laneways, Passageways and Rights of Way in Yarra

In 2019 Council adopted a Management Policy for Laneways, Passageways and Rights of Way (ROW) in Yarra.

This policy recognises that there are some laneways, passageways and ROWs in Yarra that are 'roads' vested in Council that are not declared (or considered) to be generally required for public use, and therefore are not public roads.

Roads (including laneways, passageways are ROWs) that are not public roads (referred to as non-public roads) will not be included on Council's *Register of Public Roads* and these assets are not subject to the performance standards and management functions relating to public roads set out in Council's RMP.

The policy recognises that Council has the care and management of non-public roads in Yarra. The policy sets out how Council will manage non-public roads.

The policy is available on Council's website at yarracity.vic.gov.au/services/roads-and-traffic.

1.12. Availability of Plan and Associated Documents

This RMP and associated documents are available at the following location and may be viewed, free of charge, by the public during the hours of 8.30am to 5.00pm each working day:

Yarra City Council
Customer Service Centre
Richmond Town Hall
333 Bridge Road Vic 3121
Phone 03 9205 5555

The RMP may also be viewed in PDF format on the Council website at yarracity.vic.gov.au/services/roads-and-traffic.

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2. Road Asset Description

This section provides the details of road infrastructure and road-related infrastructure assets that are being covered under this RMP. It also outlines assets not covered under this RMP.

2.1. Overview

Yarra's 19.5 square kilometres include the suburbs of Abbotsford, Burnley, Clifton Hill, Collingwood, Cremorne, Fitzroy, North Carlton, North Fitzroy, Princes Hill and Richmond. Parts of Alphington and Fairfield - south of Heidelberg Road - are also part of the City of Yarra.

The local road network comprises:

(a) 225 km of public roads (sealed and unsealed roads);

(b) 85 km of laneways;[2]

(c) 410 km of kerb and channel; and

(d) 456 km of pathways.

2.2. Assets covered

The road and road-related infrastructure assets covered in this RMP are those that exist within the roads nominated in the *Register of Public Roads*, being:

(a) trafficable roads including features such as traffic lane, on-road bicycle lane, parking lane, service road and shared zones;

(b) public carparks directly abutting edge of constructed road pavement;

(c) laneways and passageways which Council has made the decision are reasonably required for general public use;

(d) road shoulder and verge;

(e) roundabouts, speed humps, traffic or splitter islands, central median, outer separator;

(f) kerb and channel;

(g) pathways – constructed footpath and/or bicycle path within the road reserve;

(h) pedestrian crossings and school crossings;

(i) regulatory signs, guideposts, raised reflective pavement marker (cat eyes), traffic safety barriers and guard rails; and

(j) roadside Water Sensitive Urban Design features.

2.3. Assets not covered

This RMP does not cover the following asset types:

(a) road and road-related infrastructure assets that are the responsibilities of other road authorities, utilities and/or other infrastructure managers (e.g. DoT, DELWP, Yarra Trams, Parks Victoria, Melbourne Water Corporation, private roads, and the like);

(b) road, road-related and non-road infrastructure assets (e.g. gas pipes, water pipes, sewerage pipes, storm-water pipes, pits, electricity poles, cables, tram wires, rail infrastructure, bus shelters, public telephones, mail boxes, roadside furniture and fences erected by utilities) owned, managed and/or operated by private organisations, on private land or which interface on public land or within road reserves (e.g. shopping centres, educational institutions, body corporate subdivisions and the like);

(c) single property stormwater drains that are constructed within the reserve from the property;

(d) sub-divisional roads under construction and prior to road becoming a public road;

[2] Total length of laneways in Yarra. This includes laneways and passageways that are public roads and non-public roads. Refer to Section 1.2 for the definition of a Public Road.

(e) vehicle crossovers and driveways between the kerb and the property boundary, including any section of footpath within the lateral limits of the crossing;

(f) roads and laneways that have not been constructed to Council's design standards or by a responsible road authority (e.g. an unconstructed track such as a vehicle or motorcycle trodden roadway);

(g) park pathways and shared pathways;

(h) nature strips and infill areas between the edge of the road or back of the kerb and the property boundary not occupied by the pathway (these should be maintained by the owner of the abutting property);

(i) off-street car parks (including car parks in reserves and council-maintained facility sites);

(j) rail crossings and associated bridges/structures;

(k) temporary road signs used in road works;

(l) street lighting, traffic and pedestrian operated signals; and

(m) any other road, road-related or non-road infrastructure asset not listed in the Register of Public Roads.

Laneways and passageways that are not public roads will be managed as per Council's *Management Policy for Laneways and Rights of Way in Yarra*, in particular Figure 5 and Section 7 of that document.

Regardless of its maintenance obligations, Council has a duty of care and will as far as practicable notify the relevant utility or authority where a defect related to third party asset has been identified. Council may also serve a notice on a property owner to have defects repaired within a given period.

2.4. Demarcation and Agreements with other Authorities

The *Code of Practice for Operational Responsibility for Public Roads* defines in detail the responsibilities between road authorities for different parts or elements within the road reserve, with a summary of how this applies to Yarra provided in the following sub-sections.

Interface Agreements for level crossings and grade separated interfaces located within Yarra municipality boundary are maintained by the rail authority Metro Trains Melbourne, and detail the responsibilities of the relevant road managers (Yarra City Council and/or DoT (VicRoads)) at each interface.

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2.4.1. Freeways and Arterial Roads

Classification of a road as a freeway or an arterial road is declared by DoT in accordance with section 14 of the Act. DoT is both the coordinating road authority and the responsible road authority for freeways and arterial roads.

Declared arterial road and freeways within the municipality are listed in Appendix 1.

In the case of arterial roads, DoT is responsible for the road pavement, kerb and channel, traffic signals, medians, 'easy access stop' raised pavement, some underground drainage and bicycle paths belonging to DoT.

Yarra City Council is responsible for Council owned assets contained within the area from the back of kerb to the building line and line-marking associated with parking bays.

The following figure illustrates the demarcation of responsibilities within DoT (VicRoads) controlled arterial roads.

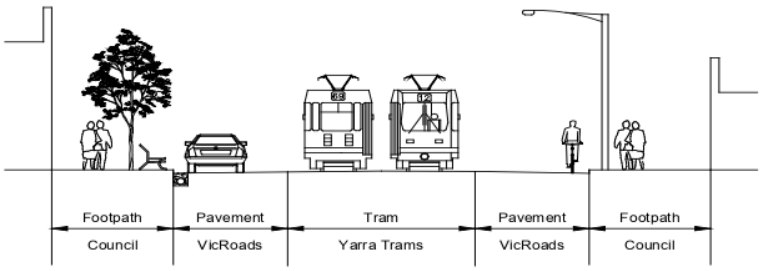

Figure 1 – Declared Arterial Road with Shared Responsibility

2.4.2. Local Roads with Tram Lines

Where tram tracks exist, the tram operator is responsible for tram-related assets in the road reservation such as tram tracks, yellow line marking, cat-eyes, overhead power lines and shelters. Tram operators are also responsible for the tram track reserve area typically within 500mm each side of the outer track rails in road reserves including crib crossings installed to protect pedestrians crossing tram tracks.

Council is responsible for the road reserve outside these limits.

The following figure illustrates the demarcation of responsibilities within council controlled local roads with tram lines.

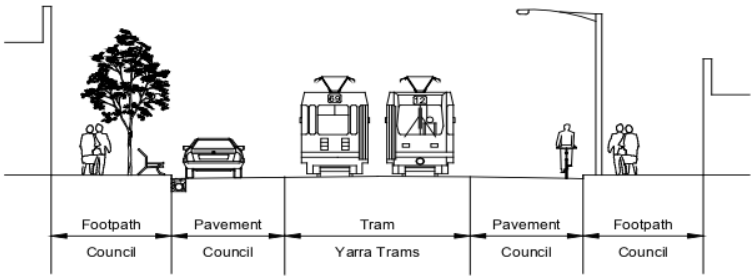

Figure 2 – Major Road with Shared Responsibility

2.4.3. Local Roads without Tram Line

The following figure illustrates Council's responsibilities within council controlled local roads without tram lines.

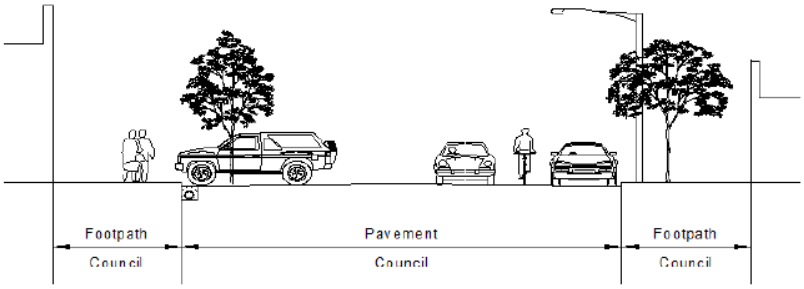

Figure 3 – Local Road with full Council Responsibility

2.4.4. Shared Roads

Shared roads are those that may define boundaries with other municipalities. In most cases the adjoining municipalities are responsible for managing half of the road, depending on the boundary alignment.

Whilst the City of Yarra shares boundaries with six other municipalities, it has shared roads only with the cities of Melbourne and Moreland, which are listed in Appendix 2.

2.4.5. Bridges

City of Yarra does not own any road bridges. There are a number of road bridges and footpath bridges within the road reserve owned and maintained by others, with Council's responsibility being limited to:

(a) footpaths on road bridges along arterial roads (within the municipal boundary) as per section 2.4.1; and

(b) pavement and footpaths on road bridges along local roads as per sections 2.4.2 and 2.4.3.

Refer to Appendix 3 for details of Council's responsibility in relation to road bridges.

Rail-over-road bridges are maintained by the railway authority, although Council has responsibilities for the roads under these bridges as otherwise defined in sections 2.4.1 – 2.4.3 based on whether the road is an arterial or local road.

2.4.6. Public (Off-street) Car Parks

Off-street car parks outside road reserves including open space and recreation reserves are not considered as road assets under the Act.

Constructed car parks directly abutting the edge of constructed roads are considered as ancillary areas and are included in the RMP. The inspection frequency, intervention levels and response time obligations of these car parks will be the same as those for the abutting roads.

2.4.7. Repair of Damaged Council Assets

Where a party other than Council has damaged a Council asset or road, that party shall be responsible for repairing the damage to ensure that it is safe and operates at the level it previously operated at or higher.

This will include where secondary damage has been caused to Council assets at a location other than the specific site of the asset works or repairs, such as subsidence from water damage, and in this case the damage must be repaired by the responsible party.

2.5. Register of Public Roads

Council maintains a *Register of Public Roads* (the "Register") in accordance with section 19 of the Act. The Register is a separate document and is available on the Yarra website at yarracity.vic.gov.au/services/roads-and-traffic. This RMP applies to the roads, paths and ancillary areas listed in the Register of Public Roads.

The Register specifies all public roads and road categories (including laneways and passageways that are public roads) that Council will be responsible for inspecting, maintaining and repairing in line with the performance standards and management systems set out in Council's RMP.

The Register also defines the general demarcations between private assets and Council assets. Where the City of Yarra enters into an arrangement with another organisation to carry out works on other public roads, the responsibility of the City of Yarra is limited to the terms of that agreement.

The Register will be updated from time to time as required if new assets are constructed, identified/ discovered, transferred, or existing assets disposed of. Section 19(4) provides that Council must specify the details of any road or part of a road that has been discontinued in the Register.

2.6. Referenced Documents

This RMP has been prepared with reference to the following acts, regulations, codes of practice and Yarra's internal policies related to road management:

(a) Road Management Act 2004 (Vic);
(b) Local Government Act 2020 (Vic);
(c) Road Management (General) Regulations 2016 (Vic);
(d) Road Management (Works and Infrastructure) Regulations 2015 (Vic);
(e) Code of Practice for Operational Responsibility for Public Roads (VGG[3] no. s174, 30 May 2017);
(f) Code of Practice for Road Management Plans (VGG no. 201, 16 September 2004);
(g) Code of Practice for Management of Infrastructure in Road Reserve (VGG no. s117, 28 April 2016);
(h) Code of Practice for Worksite Safety – Traffic Management (VGG no. 276, 22 December 2004);
(i) Yarra's Infrastructure Road Materials Policy (2018);
(j) Management Policy for Laneways and Rights of Way in Yarra (2019); and
(k) Yarra's Register of Public Roads.

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[3] VGG is Victoria Government Gazette

3. Maintenance Categories

3.1. Introduction

In accordance with section 36 of the Act, Council is the coordinating road authority for the roads as well as pathways and ancillary areas within the road reserves of those public roads, as specified in the "Register of Public Roads".

This section describes the public road and pathway maintenance categories adopted in this RMP. The classifications assist in determining relevant performance standards (see section 4) for key maintenance areas such as inspection, maintenance, repairs and intervention levels. It also assists in other management activities such as allocating resources and specifying design and construction standards.

3.2. Roads

All roads within the municipal road network are classified according to a hierarchy that takes into account their specific functions and vehicular traffic volumes.

Council recognises the significance of bicycle usage as an important mode of transport and has an extensive provision of on-road bicycle routes within the road network. For the purpose of this RMP, Council has defined the following road maintenance categories to set the performance standards in terms of inspection, maintenance, intervention levels and repairs.

Table 1 – Road Maintenance Categories

Road Category	Roads Included
Roads with major on-road bicycle routes and shared zones	Refer to Appendix 4 and 5
Other local roads	Other Council roads in the Register of Public Roads
Laneways and passageways	All laneways and passageways declared by Council to be reasonably required for general public use

These categories are based on consideration for both bicycle and vehicle 'volume/service level' and reflect the perceived risk associated with vehicle usage.

3.3. Pathways

Council's pathway maintenance category is based on the level of pedestrian traffic and expected service level that takes into account their specific function, types of users, pedestrian movement and potential risks.

The following pathway maintenance category has been adopted to assist in setting performance standards in terms of inspection, maintenance, intervention levels and repairs.

Table 2 – Pathway Maintenance Categories

Pathway Category	Pedestrian Environment
High Pedestrian Traffic	Major shopping strips, schools, aged care centres, senior citizen centres, hospitals, libraries, main community facilities, transport hubs.
Low Pedestrian Traffic	Residential areas, mainly local streets.

High pedestrian traffic streets are listed in Appendix 6.

4. Performance Standards

4.1. Objectives

The objectives of setting performance standards are:

(1) Ensure public safety.

(2) Protect road infrastructure assets.

(3) Ensure an appropriate level of protection against civil liability claims based on available Council resources.

4.2. Determining Level of Service

Council has determined the standards to which it will inspect, maintain and repair public roadways, pathways, road infrastructure and road related infrastructure assets. When assessing appropriate levels of service required for the various activities, the following are taken into consideration:

(a) utilisation;

(b) level of risk; and

(c) cost.

Council sets the performance standards for the following operational functions in public roads, pathways and ancillary areas:

(a) inspection program;

(b) defect intervention level; and

(c) response time.

4.3. Inspection Programs

4.3.1. Proactive Inspections

Various proactive road inspection programs are undertaken to identify defects and obtain condition data on the road infrastructure. The information obtained from these inspections is used to prioritise maintenance activities and develop future capital works programs.

Table 3 – Proactive Inspection Frequencies

Maintenance Category	Inspection Frequency (maximum)
Public Road	
Roads with major bicycle routes and roads with shared zones	13 months
Other Local Roads	26 months
Laneways and passageways that are public roads	39 months
Pathway[4]	
High Pedestrian Traffic	7 months
Low Pedestrian Traffic	26 months
Road Delineation[5]	
All Categories	26 months

[4] includes inspection of kerb and channel
[5] typically includes safety signs, guide posts, safety barriers, line-marking and pavement markers

These inspections are used to identify defects (as defined in Table 4) to roads, footpaths, kerb and channels and regulatory signs that are above the maintenance intervention levels and are considered to be potential hazards and pose unnecessary risk to the road users. Other road defects that are not included in Table 4 such as wheel ruts, delamination, crocodile cracks, etc. are considered to be asset condition issues but not a defect for the purposes of the RMP, and are considered in the development of the annual capital works renewal program to restore the condition of road assets.

Any defects associated with service utility pits, private street trees and vehicle crossings are reported to asset owner with a request to the asset owner to rectify the defect.

4.3.2. Reactive Inspections

A reactive inspection is an unscheduled inspection undertaken usually within 3 days of notification in response to:

(a) a customer request or complaint;

(b) observations by Council officers; or

(c) ad-hoc inspections undertaken by Council staff, typically undertaken following extreme weather conditions or intense development construction activities in a certain locale.

4.4. Defect Intervention Levels and Response Times

Defects intervention levels and the corresponding maximum response times included in the RMP are shown in the following table. Council's response may be, and often is, delivered in a shorter response time than the maximum defined.

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Table 4 – Response Regime by Defect Type/Maintenance Category

Defect and Intervention Level	Intervention Action[6]	Maximum Response Time	
Pavement		Roads with major on-road bicycle routes	Other Roads
Potholes Within major bicycle lane: Diameter >300mm and Depth >50mm Shared zones: Diameter >200mm and Depth >50mm All other roads: Diameter >300mm and Depth >100mm	Patch or repair using bituminous and other appropriate materials to restore the surface to a smooth condition	10 working days	15 working days
Cracking Within bicycle lanes: Longitudinal Cracks Width >20mm Road with shared zone: All Cracks Width >20mm	Seal and fill cracks and joints using liquid bituminous sealants	45 working days	
Tree Root Damage Outside tree base area: Pavement raised >150mm	Repair/remediate (ramping out displacement where practicable) OR Barricade area (cordon off risk)	25 working days (repair) OR 3 working days (barricade)	
Lips between Utilities Assets and Road Lip >50mm	Notify responsible service authority	Notify within 48 hours	
Missing or Damaged Utility Asset Pit or Cover	Notify responsible service authority	Notify within 48 hours	
Damaged Stormwater Pit/Cover or Step Step >30mm	Level out, repair or replace	10 working days	15 working days
Regulatory signs and Supports Signs damaged, incorrect, missing, illegible at 150m distance under low beam or in daylight, or unstable support	Minor repair, straightening, re-erection, cleaning or replacement of signs and sole purpose supports.	2 working days	
Kerb and Channel			
Settlement Channel settlement >150mm (over 5m length)	Repair/replace/realign kerb pitcher	15 working days	
Displacement /rotation Non-tree root related: Lip >50mm Tree root related: Lip >100mm	Repair/replace/realign kerb and channel	15 working days	
Property drain termination at kerb face Protrusion >30mm	Notify Compliance Unit for follow-up action	5 working days	
Laneway[7]			
Depression/Potholes (Asphalt or Concrete) Pothole Diameter>300mm and Depth>100mm; or Mounding/depressions >100mm	Apply a regulating/levelling course of bituminous materials to depressed or heaved areas of pavement	20 working days	
Depression (Bluestone) Adjoining stones level diff >100mm Mounding or depressions >150mm Missing pitchers: Area >0.25m²	Reset, ramping out vertical displacement or replace broken, sunk, heaving, loose or missing bluestone	20 working days	

[6] Intervention action includes any action to remediate, conduct repairs, erect warning signs or reduce or remove a risk.
[7] as measured beyond 0.5m from property boundary line on both sides of laneway

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Defect and Intervention Level	Intervention Action[6]	Maximum Response Time	
Footpaths (within road reserves)		High Pedestrian Traffic	Low Pedestrian Traffic
Trip Hazard Lip >30mm	Grind (concrete footpath), repair or replace to level vertical displacement	10 working days	15 working days
Potholes Pothole Diameter >200mm and Depth >50mm	Patch potholes using bituminous and other appropriate materials to restore the surface to a smooth condition	10 working days	15 working days
Cracking Width >20mm	Repair or Replace	10 working days	15 working days
Tree Root Damage Outside tree base area: Surface raised >50mm	Repair/remediate (ramping out displacement where practicable) OR Barricade area to cordon off risk, if required.	10 working days (repair) OR 3 working days (barricade)	25 working days (repair) OR 3 working days (barricade)
Damaged Vehicle Crossing Any defects exceeding the intervention level for a Council footpath	Notify owner and request repair damage	Notify owner within 30 days	
Overhanging Vegetation (Council trees) Above footpath: Clearance <2.7m Above Council road pavement: Clearance <3.5m Above arterial road pavement: Clearance <4.5m	Trim trees obstructing footpath, obscuring signs or visibility.	Tree pruning 45 working days	
Overhanging Vegetation (Private trees) Above the footpath and laneways: Clearance <2.7m	Notify Council's Compliance Unit for follow-up action	Notify within 48 hours	
Lips between Utilities Assets and Footpath Level difference >30mm	Notify responsible service authority	Notify within 48 hours	
Missing or Damaged Pit or Cover (Third Party Assets)	Notify responsible service authority	Notify within 48 hours	
Hazards and Emergency			
Obstructions Road/footpath obstructions such as fallen materials from vehicles, dead animals, fallen trees, wet clay and other slippery materials.	Appropriate protection action and rectification	Initial assessment within 4 hours Remediate within 24 hours	
Emergency Response All works arising from emergency incidents including flooding, fires, storms, traffic accidents to ensure the safety of the public and protection of the asset	Appropriate traffic control/ management actions and implement public safety measures	Respond within 20 minutes and implement public safety measures within 4 hours Remediate within agreed timeline dependent on defect	

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4.5. Heritage Infrastructure

Heritage bluestone kerb and channel and laneways are recognised as being of local importance to the City of Yarra with historical, aesthetic and technical significance and they contribute to the significant heritage overlay precincts in the City of Yarra.

City of Yarra adopts a 'conservation' approach to all aspects of works with these heritage assets even though some of these heritage assets may not meet modern design, construction or maintenance standards and thus impacting on service delivery. Due to this, temporary intervention action (e.g. asphalt patching) may at times be undertaken on defects, until a permanent repair is carried out through programmed capital works.

Council's Road Materials Policy seeks to comply with Yarra Planning Scheme Heritage Policy and Heritage Overlays by encouraging the retention of original bluestone road or laneway materials. The objective is to conserve and repair the traditional street fabric of Yarra using historic materials, sympathetic to the character of the municipality while also meeting technical, access, safety and health requirements.

4.6. Street Trees

Trees are an important and highly visible asset within Yarra's parks, gardens and streets. Many of the City's trees are culturally important and some have heritage significance. They not only improve the liveability of the City but characterise the place and provide enjoyment for people.

Council has a policy to preserve street trees as far as possible and to manage their well-being so that they continue to contribute to the quality of the urban environment.

Maintenance of roads, footpaths, kerb and channels may at times, where practical and without major damage to the integrity of the tree, require tree root pruning. If this is considered necessary, the optimal timing of this work would generally occur during the winter months in order to preserve the health of the trees.

Where tree root pruning is not immediately possible thus affecting effective remedial works, it is recognized that local defects may persist such as ponding around the tree root base, obstruction to the natural flow of water in the kerb and uplifting of footpath or road pavement outside the intervention levels.

Where a risk to pedestrians has occurred due to displacement of a footpath by tree roots, the site will initially be 'barricaded' and immediately referred to the program for temporary footpath repairs. Temporary repairs will be undertaken in such a manner that the integrity of the root system is not compromised whilst ensuring the risk to pedestrians is reduced.

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5. Management System

5.1. Management System to Inspect, Repair and Maintain

A key feature of Council's management system is to Council officers through the use of technology and computer systems to deliver service to the community in accordance with the performance standards of the RMP within the statutory framework of the Act.

The management system by which the components referred to in the RMP Plan will be undertaken are detailed in the following[8]

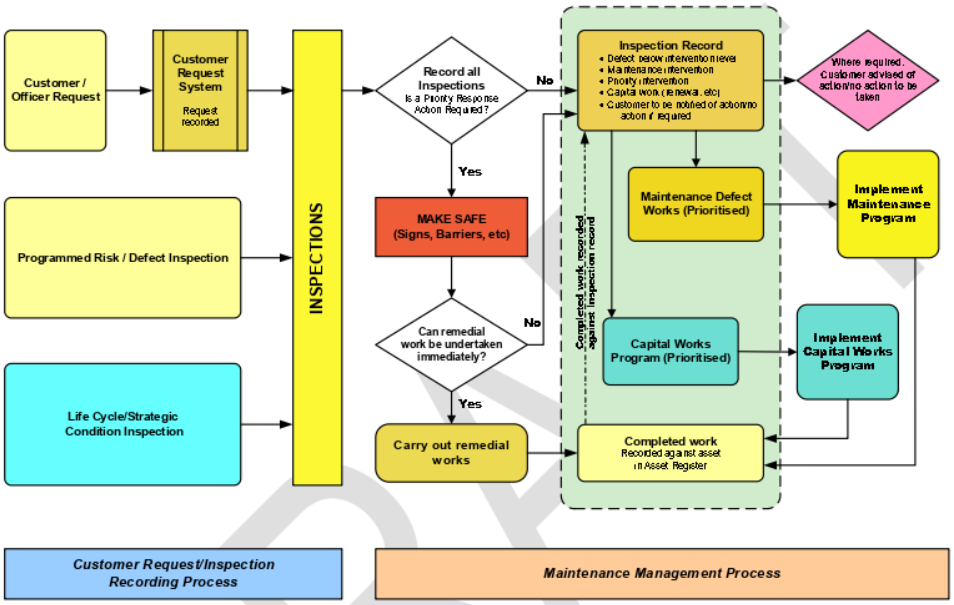

Figure 4 – Management System to Inspect, Repair and Maintain Roads

5.2. Road Reserve Proactive Inspection Management

The Road Reserve Proactive inspections under the RMP are scheduled and completed within Council's Asset Management Information System (AMIS), which includes a work scheduling and management system. Details of the asset are provided through an electronic mobile device linked to the AMIS. Intervention defects and hazards are identified against the road reserve segment ID. Each defect/hazard is photographed and stored in the AMIS.

Figure 5 shows the Proactive Management System.

[8] The management process for non-public roads in Yarra falls within the overall Management System framework set out in Figure 4 of this RMP.

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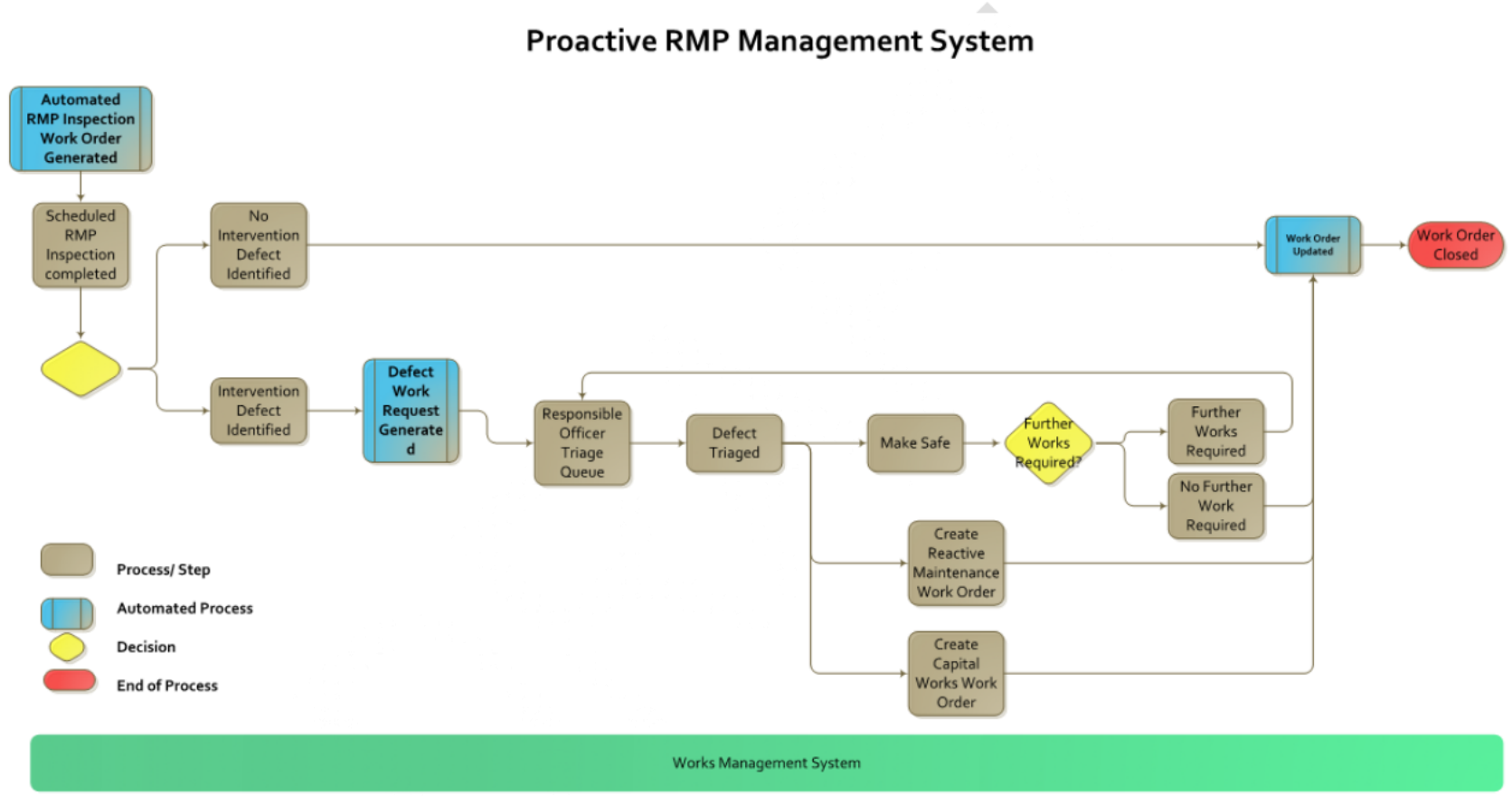

Figure 5 – Proactive Management System

5.3. Road Reserve Reactive Request Management

Road Reserve defects and hazards that are identified by the community may be reported to Council via the Council's Customer Request Management (CRM) system. This will include issues reported by telephone, e-mail, in person or via Council's website. All Road Reserve notifications that are made in the CRM system are transferred to the AMIS Works Management System and placed in the work triage queue of the responsible department. Road reserve defects and hazards are then treated as reactive inspections within the Works Management System.

Figure 6 shows the Reactive Management System.

5.4. Maintenance Works Program

Works programs are developed from both the reactive CRM requests and the proactive inspection program works based on the required timelines to complete the works.

The works program provides a proactive approach to maintenance or other works required by assessing the existing condition to determine if it is below, meeting or above the required standard as specified. Works that are considered to be non-urgent and beyond the maintenance scope of works will be referred to Council's capital works program.

5.5. Risk Management and Maintenance Categories

With regard to risk management, the Council has developed a simple risk assessment framework that uses risk-based prioritised activities for identified defects, as reflected in the different inspection programmes, intervention levels and response times for defects rectification.

Generally, defects found within roads with on-road bicycle lanes and roads with high pedestrian volume traffic are considered to be of higher risks than defects found in other parts of the municipal road network. Defects in these 'high risk' areas are accorded more frequent inspections, stringent intervention levels and faster response times, as indicated in Tables 3 and 4.

5.6. Emergency Response and After-Hours Service

Council has established a 24x7 hour response capability so that assistance can be quickly provided in the event of an emergency. After hours calls received are screened for public safety by a Council Officer.

Emergency means a situation which, due to the actual or imminent occurrence of an event, will:

(a) endanger or threaten the safety or health of any person;

(b) destroy or damage any property or infrastructure; or

(c) endanger the environment.

Required stock of warning signs and barricades are maintained to make areas safe until the following working day. Backup resources are available to patrol staff if required. The details resulting from the afterhours calls are recorded in CRM and the Maintenance Management System for any follow up action.

5.7. Managing Works within Road Reserve

In general, Council is the Co-ordinating Road Authority for all the public local roads in the municipality. DoT is the Co-ordinating Road Authority for freeways and arterial roads.

The Act requires that any person intending to perform works within a road reserve must obtain the consent of the Co-ordinating Road Authority unless they are exempted under the Road Management (Works and Infrastructure) Regulations 2015.

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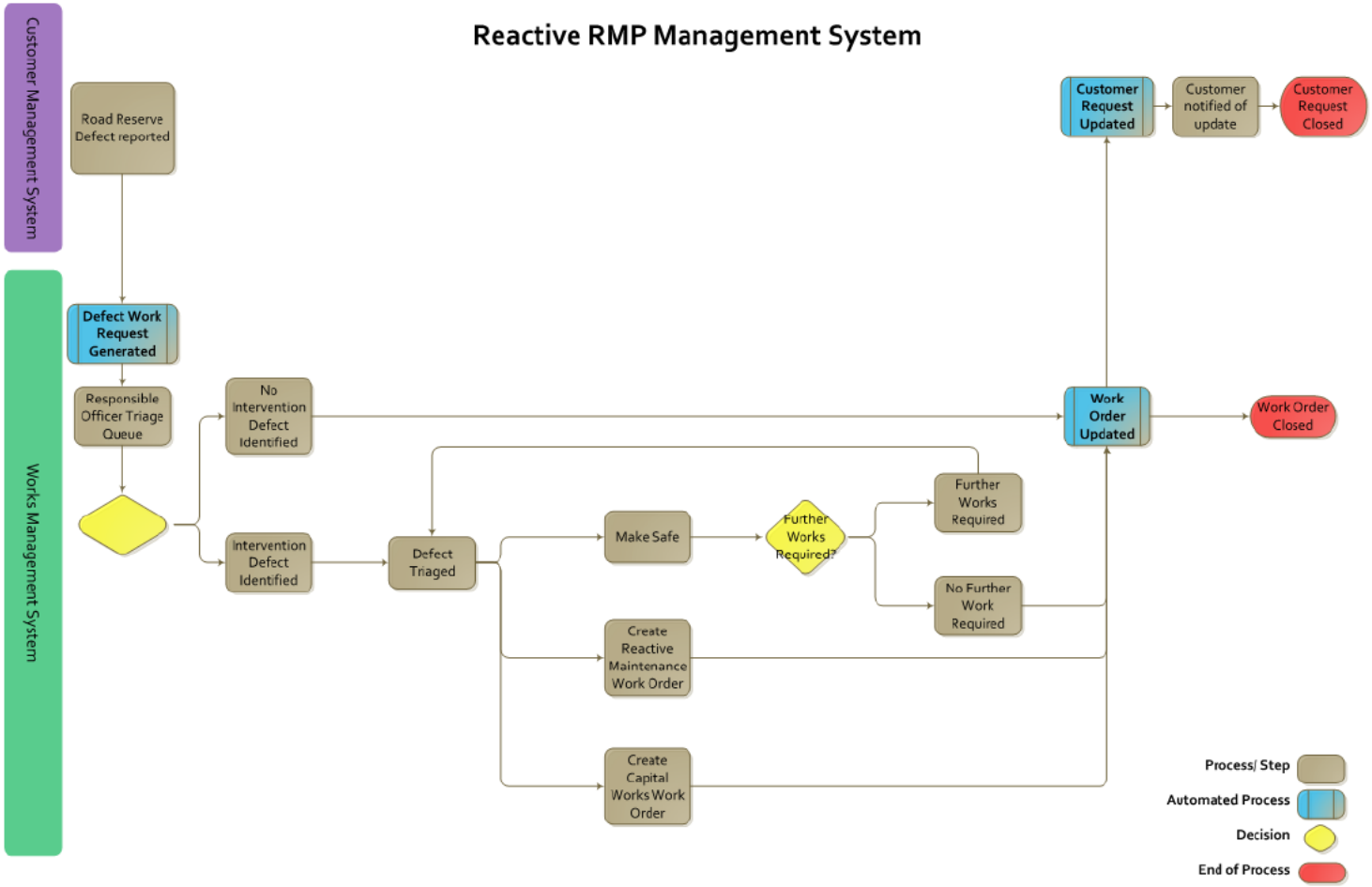

Figure 6 – Reactive Management System

6. Review of Road Management Plan

6.1. Performance Review

The performance of the RMP will be reviewed internally by Infrastructure and Engineering staff annually in relation to the specified duties and actions in the plan and in relation to contractor performance, maintenance schedule and resource availability. Where major discrepancies are found matters shall be referred to the appropriate officer in Council for rectification and actioning.

A report on the performance in regard to the RMP will be presented to the Audit Committee and the Council following the internal review.

Independent audits may be undertaken by Council's internal auditors or by external auditors such as Council's insurers as directed by Council's Audit Committee.

6.2. Review of Road Management Plan

If the adopted level of service, i.e. defect intervention level and/or rectification response time, is not achievable, the level of maintenance effort may need to be varied. The level of service, the anticipated quantity of works and Council's budget and resources would have to be reviewed and revision made to future version of the RMP.

A formal review, in accordance with section 8(3) of the *Road Management (General) Regulations 2016*, will be conducted every four years generally in line with Council elections.

Any revision of the RMP would be subject to the consultation and approval processes as detailed in section 54 of the Act.

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Appendix 1 – Freeways and Declared Arterial Roads within Municipality

Arterial Road or Freeway	Section
Alexandra Pde	Nicholson St to Gold St
Barkly Ave	Burnley St to Gibdon St
Bridge Rd	Hoddle St to the Yarra River
Brunswick St	Alexandra Pde to St Georges Rd
Burnley St	Barkly Ave to Victoria St
Chandler Hwy	Heidelberg Rd to Yarra River
Church St	Yarra River to Victoria St
Eastern Fwy	Gold St to Yarra River
George St	Alexandra Pde to Queens Pde
Heidelberg Rd	Queens Pde to Darebin Creek
Hoddle St	Bridge Rd to Queens Pde
Johnston St	Nicholson St to Yarra River
Loyola Gr	Twickenham Cres to Madden Gr
Madden Gr	Loyola Gr to Swan St
Nicholson St	Victoria Pde to Municipal Boundary
Princes St	Nicholson St to Lygon St
Punt Rd	Yarra River to Bridge Road
Queens Pde	Heidelberg Rd to Merri Creek
St Georges Rd	Brunswick St to Merri Creek
Swan St	Punt Rd to Yarra River
Twickenham Cres	Gibdon St to Loyola Gr
Victoria Pde	Nicholson St to Hoddle St
Victoria St	Hoddle St to the Yarra River
Yarra Boulevard	Bridge Rd to Loyola Gr

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Appendix 2 – Shared Roads with Adjoining Municipalities

Road	Section	Suburb
Shared with Melbourne City Council		
Bowen Cres	Park St to Garton St	Princes Hill
Garton St	Paterson St to MacPherson St	Princes Hill
Lygon St	Alexandra Pde to MacPherson St	Carlton North
Shared with Moreland City Council		
May St	King St to Ida St	Fitzroy North
Park St	Bowen Cres to End of Street (adjacent Capital City Trail)	Princes Hill

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Appendix 3 – Bridges Owned by Others

Yarra City Council is not responsible for the following bridge structures, but is responsible for the maintenance of road-related assets on the bridges as indicated:

Bridge	Council Responsibility
Footbridges in Road Reserve	
Footbridge over Hoddle St at Vere St	None
Footbridge over Johnston St at Clarke St	None
Bridges over Watercourses – Arterial Roads	
Church St Bridge over Yarra River	Footpath Only (to Municipal Boundary)
Heidelberg Rd Bridge over Merri Creek	Footpath Only (to Municipal Boundary)
Johnston St Bridge over Yarra River	Footpath Only (to Municipal Boundary)
Queens Pde Bridge over Merri Creek	Footpath Only (to Municipal Boundary)
St Georges Rd Bridge over Merri Creek	Footpath Only (to Municipal Boundary)
Swan St Bridge over Yarra River	Footpath Only (to Municipal Boundary)
Victoria St Bridge over Yarra River	Footpath Only (to Municipal Boundary)
Bridges over Rail – Local Roads	
Coppin St Bridge over Rail Line	Road Pavement and Footpath
Freeman St Bridge over Rail Line	Road Pavement and Footpath
Mary St Bridge over Rail Line	Road Pavement and Footpath
Bridges over Rail – Arterial Roads	
Burnley St Bridge over Rail Line	None
Church St Bridge over Rail Line	Footpath Only
Heidelberg Rd Bridge over Hoddle St & Rail Line	Footpath Only
Swan St Bridge over Rail Line	Footpath Only

Note: refer *Code of Practice for Operational Responsibilities for Public Roads* and relevant Interface Agreements for demarcation of responsibilities.

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Appendix 4 – Major On-road Bicycle Routes

Road	Section
Abbotsford	
Gipps St	Yarra River to Wellington St
Langridge St	Smith St to Nicholson St
Nicholson St	Johnston St to Victoria St
Trenerry Cres	Gray St to Johnston St
Clifton Hill	
Gray St	Roseneath St to Alexandra Pde
Roseneath St	Hoddle St to Capital City Trail
South Tce	Hoddle St to Gold St
Wellington St	Queens Pde to Alexandra Pde
Collingwood	
Wellington St	Alexandra Pde to Victoria Pde
Cremorne	
Balmain St	Cremorne St to Church St
Cremorne St	Balmain St to Swan St
Fitzroy	
Brunswick St	Alexandra Pde to Victoria Pde
Gertrude St	Smith St to Nicholson St
Napier St	Freeman St to Victoria Pde
Smith St	Alexandra Pde to Queens Pde
Smith St	Victoria Pde to Gertrude St
North Carlton	
Canning St	Park St to Princes St
Rathdowne St	Park St to Princes St
Scotchmer St	Nicholson St to St Georges Rd
North Fitzroy	
Falconer St	Alfred Cres to Rushall Cres
Holden St	Nicholson St to St Georges Rd
Michael St	St Georges Rd to Queens Pde
Rushall Cres	St Georges Rd to Queens Pde
Scotchmer St	St Georges Rd to Lygon St
Princes Hill	
Pigdon St	Bowen Cres to Nicholson St
Richmond	
Baker St	Church St to Johnson St
Coppin St	Highett St to Swan St
Elizabeth St	Hoddle St to Church St
Highett St	Burnley St to Muir St
Johnson St	Baker St to Victoria St
Lennox St	Victoria St to Swan St

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Appendix 5 – Shared Zones

Road	Section
Abbotsford	
St Heliers St	(Entire Length)
Collingwood	
Robert St	(Entire Length)
Cremorne	
Walnut St	(Entire Length)
Fitzroy	
Young St	Duke St to Victoria Pde
Rose St	Spring St to Brunswick St
Richmond	
Lennox St	Victoria St to Butler St
Little Buckingham St	Church St to Lambert St
Gibbons St	Laneway to 511 Church St
Stewart St	Margaret St to Gibson's Way
Shamrock St	Flockhart St to Grosvenor St

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Appendix 6 – High Pedestrian Traffic Streets

Road	Section
Abbotsford	
Clarke St	(Entire Length)
Nicholson St	Langridge St to Mollison St
St Heliers St	(Entire Length)
Stanton St	Hoddle St to Park St
Alphington	
Lucerne Cres	Heidelberg Rd to Yarralea St
Yarraberg St	Lucerne Cres to Heidelberg Rd
Carlton North	
Amess St	Park St to Municipal Boundary
Rathdowne St	Princes St to Richardson St
Clifton Hill	
Spensley St	O'Dwyer St to The Esplanade
Spensley St	John St to Berry St
Collingwood	
Keele St	Smith St to Hoddle St
Otter St	Smith St to Wellington St
Stanley St	Smith St to Wellington St
Cremorne	
Balmain St	Gwynne St to Church St
Church St	Swan St to Yarra River
Fitzroy	
Alma St	(Entire Length)
Brunswick St	Alexandra Pde to Victoria St
Fitzroy St	Victoria Pde to Gertrude St
Gertrude St	Nicholson St to Smith St
Nicholson St	Victoria Pde to Hanover St
Princes St	(Entire Length)
Regent St	(Entire Length)
Rose St	Brunswick St to Spring St
Smith St	Alexandra Pde to Victoria St
Victoria Pde	Nicholson St to Brunswick St
Young St	Alexandra Pde to Victoria St
Fitzroy North	
Best St	St Georges Rd to Alfred Cres
Gold St	North Tce to Alexandra Pde
Nicholson St	Richardson St to Park St
Queens Pde	Wellington St to Hoddle St
St Georges Rd	Scotchmer St to Watkins St
Princes Hill	
Arnold St	McPherson St to Pigdon St
Garton St	Paterson St to McPherson St
Richardson St	Garton St to Lygon St

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Attachment 2 - Draft Road Management Plan 2021

Road	Section
Wilson St	Solly Ave to Pigdon St
Richmond	
Bridge Rd	Hoddle St to Burnley St
Church St	Highett St to Swan St
Erin St	Lennox St to Normanby Pl
Gleadell St	Bridge Rd to Highett St
Lennox St	Bridge Rd to Highett St
Stewart St	Hoddle St to Swan St
Swan St	Punt Rd to Burnley St
Victoria St	Hoddle St to Church St
Victoria St	Burnley St to Yarra River

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8.6 Register of Public Roads

Executive Summary

Purpose

To advise Council of the assessment and update of Council's Register of Public Roads.

To seek Council endorsement confirming 'public roads' listed on the presented Register of Public Roads.

To advise of the proposed reporting to Council to ensure compliance with statutory procedural obligations going forward.

Key Issues

As per the requirements of the Road Management Act 2004 (the Act) Council established a Register of Public Roads (Register) in 2004 listing all the 'public roads' for which it is responsible.

While Council has managed road infrastructure since that time as per the requirements of the Act, there is an ongoing need for Council to reconsider and reconfirm which 'roads' are required as 'public roads', under the definitions outlined in the Act.

This formal decision will assist to reduce Council's exposure to legal challenge and may resolve some of the current and future conflicts as to the status of 'roads' in Yarra.

In line with a Council resolution of 3 December 2019, officers have undertaken a high-level assessment to determine whether each individual road on the register is *reasonably required for general public use* and therefore a 'public road' according to the Act.

This assessment has concluded that each individual 'public road' previously listed on the Register (bar a few exceptions identified in paragraph 39) should be a 'public road', until such time Council declares the 'roads' not to be 'public roads'.

Notably this also includes the 'public roads' on the Register that are currently obstructed and occupied in some form by landowners or occupiers.

An updated Register has been presented as part of this report so that Council can accordingly make a formal decision on 'public road' status.

This will ensure that the Register complies with the Act and will clear any ambiguity around the 'public road' status of individual 'roads' on the Register.

It is a requirement for Council to make a formal decision when there is a change to the status of a 'public road'.

A change to the status of a 'public road' tends to occur infrequently (potentially up to 10 times a year based on information provided on the Register), although this could potentially change.

It is proposed that Council receive a quarterly report to formally declare 'public road' status (or not) noting that this may not be required every quarter.

This level of reporting aligns with internal processes being implemented by officers to address customer enquires relating to 'public roads', which tend to be time and resource intensive due to the complexity of the range of issues involved.

There is no statutory requirement relating to how often or when Council receives the reports to determine 'public road' status. There is flexibility within this approach for Council to consider urgent issues outside of this process, or to change the approach in the future as it sees fit.

There is no statutory requirement to advertise or consult on any change to the 'public road' status of any 'roads' as it solely a decision of Council so that it can fulfil its road management duties.

Notwithstanding this, the Register is a reference document to Council's Road Management Plan, a draft version of which is currently being presented to Council for adoption.

Subject to Councils approval, the draft Road Management Plan will be subject to formal community consultation and public submissions.

The public may make submissions on the updated Register through the Road Management Plan review process.

Financial Implications

The operational requirements of managing 'public roads' is set out in Council's Road Management Plan.

There is no notable change from the list of 'public roads' as set out in previous Registers.

There will be a change in the number of 'public roads' over time with new 'public roads' established and existing 'public roads' reclassified or discontinued.

This represents business as usual and there are no notable financial impacts associated with an increase or decrease in 'public roads' in line with current practices.

The additional reporting to meet statutory obligations will require officer time. The additional officer time required to implement the recommended approach can be resourced through existing budget allocations.

PROPOSAL

That Council:

Notes that officers have undertaken a high-level assessment of each individual 'road' listed on Council's existing Register of Public Roads.

Resolves that the 'roads' listed on the updated version of the Register of Public Roads presented in this report are reasonably required for general public use and therefore Council 'public roads'.

Instructs officers to prepare a quarterly report to Council (if required) that presents any changes that require Council's written declaration on the 'public road' status of a 'road'

8.6 Register of Public Roads

Reference	D21/20583
Author	Danny Millican - Coordinator Civil Engineering
Authoriser	Director City Works and Assets

Purpose

1. To advise Council of the assessment and update of Council's Register of Public Roads.
2. To seek Council endorsement confirming 'public roads' listed on the presented Register of Public Roads.
3. To advise of the proposed reporting to Council to ensure compliance with statutory procedural obligations going forward.

Critical analysis

History and background

4. The *Road Management Act 2004* (the Act) requires a road authority (i.e. Council) to establish a Register of Public Roads (Register) listing each 'public road' for which it is responsible.
5. Yarra's current Register was initially adopted by Council in 2004 and has been a publicly accessible document since adoption.
6. The Register has been updated as and when new 'roads' have been established and when existing 'roads' have been formally discontinued as 'roads', or on occasion, found not to be 'roads' at all.
7. From a road infrastructure management perspective, 'public roads' on the Register have been managed in line with Council's Road Management Plan (RMP) since 2004 without notable issue – noting that separate issues relating to the contest of ownership and restricted access (i.e. private fencing and occupation of laneways and passageways) has occurred on numerous occasions since 2004, and will most likely continue to occur.
8. In the context of the Act, a Council 'public road' is a 'road', which can be a road, street, laneway, passageway or Right of Way (ROW), which Council has formally decided it has the statutory duty to inspect, maintain and repair in line with Council's RMP.
9. In the context of Council managed 'roads' in Yarra, a 'road' is a 'public road' if:
   (a) The 'road' has been declared as a 'municipal road' under a relevant Act; or
   (b) Council (or its delegate) has made a formal decision that the 'road' is *reasonably required for general public use*.
10. Most laneways and passageways currently on Council's Register would not be declared 'municipal roads' and would therefore be considered 'public roads' on the basis that these 'roads' are *reasonably required for general public use*.
11. Once Council has formally decided that a 'road' is *reasonably required for general public use*, the 'road' must be added to Council's Register.
12. The reverse is true for a 'road' which ceases to be 'public road' and removed from the Register; that is, Council (or its delegate) needs to formally decide that the 'road' is not *reasonably required for general public use*.
13. Any absence of a formal Council decision of 'public road' status (both now and in future) could leave Yarra exposed to legal contest, particularly around ownership and access to 'roads', even though Council has been managing 'public roads' in line with its ability to comply with the requirements of Council's RMP.

14. For most ‘roads’ on historic versions of the Register (named streets, many laneways and some passageways) the ‘public road’ status is clear.

15. For some ‘roads’ on historic versions of the Register (narrow laneways and passageways and ‘roads’ that are currently obstructed by private gates or occupied) the ‘public road’ status is less obvious.

16. However, many of the ‘roads’ (where the ‘public road’ status is less obvious) do or may have:

    (a) Existing public functions particularly around drainage of private buildings and land into Council land and drainage systems – which needs to adequately function or otherwise there may be financial or liability risks to Council; and

    (b) Current or future access needs (as demonstrated when Council instructs the removal of privately installed obstructions and provides public access).

17. Examples of the various types of streets, laneways, passageways and ROWs on the register are shown in **Attachment 1**.

18. Officers have received advice on this issue which has recommended that Council go through the process of assessing then presenting the Register to Council to allow it to formally decide which ‘roads’ should be included on the Register as ‘public roads’.

19. This will ensure that the Register complies with the Act and will clear up any ambiguity around the ‘public road’ status of individual ‘roads’ on the Register.

20. To assist with the review and assessment of ‘public roads’, a policy (Management Policy for Laneways, Passageways and Rights of Way in Yarra) was developed and adopted by Council in 2019.

21. This policy includes criteria and factors for consideration when determining ‘public road’ status.

22. When adopting the Policy (3 December 2019), Council resolved that:

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

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

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

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

    (e) Council note that options for other future possible uses of non-public roads - outlined in Paragraph 63 of this report and including open space, urban agriculture, green infrastructure, laneway activation - will be considered on a case by case basis and subject to a council resolution.

23. This report provides advice on the outcome of b) so that Council can accordingly make a formal decision on ‘public roads’ to be included on Council’s Register.

24. A report covering items c) and d) was received by Council in March 2020 and is ultimately being addressed through the draft version of an amended RMP currently being presented to Council for consideration.

Discussion

Assessment and endorsement of the register

25. A high-level assessment of each individual ‘road’ on the Register has been undertaken by officers.

26. The Register has been assessed based solely on whether or not the existing 'public roads' on the Register should be 'public roads' (as guided by Council policy) so that Council can continue its statutory duty to inspect, maintain and repair the 'roads' in line with Council's RMP – as is the current commitment with 'public roads' on the Register.

27. In this respect, the assessment assumes that all laneways/passageways on the Register are 'roads', from which a decision can be made that an individual 'road' should be a 'public road'.

28. This approach is considered necessary as the 'road status' and ownership of some laneways/passageways identified as 'public roads' can be difficult to prove without detailed due diligence and legal analysis; there is currently no allocated resources or funding for this purpose (to the extent that would be required by such a wide scale review) and officers believe a suitable alternative approach has been identified to consider whether individual roads should be declared as 'public roads' (as per the recommendation, and outlined below).

29. Legal advice obtained by officers has indicated that, while not entirely without risk, it is open to Council to undertake this approach so that it can fulfil its road management duties to inspect, maintain and repair 'public roads'.

30. Where there is a contest over access or ownership of an individual laneway or passageway, the required detailed due diligence or legal analysis will be undertaken on a case by case basis.

31. The recent assessment by officers was undertaken on the version of the Register dated 30 May 2018 which is the latest publicly accessible version of the Register on Council's website (refer to **Attachment 2**).

32. The version of the Register which has been updated based on the recent assessment is included as **Attachment 3**.

33. 'Roads' that have been discontinued since the May 2018 update of the Register have been indicated as such on the updated Register.

34. No other 'roads' have been considered for addition to or removal from the Register as part of this specific assessment.

35. The majority of 'public roads' listed on the Register have been on the Register since prior to 2011.

36. Sixty-four (64) 'public roads have been added to the Register since 2011, with the date the 'public road' was added included on the updated version of the Register.

37. There are approximately:

    (a) 750 streets on the Register that are managed by Yarra (such as Smith Street or Rathdowne Street within activity areas, or residential streets);

    (b) 2,540 laneways, passageways and rights of way on the Register managed by Yarra; and

    (c) 620 'public roads' (predominantly laneways, passageways and rights of way) on the Register that are currently obstructed by private gates or built over.

38. The review of the Register has concluded that each individual 'public road' previously listed on the Register (bar a few exceptions explained below) should be considered to be *reasonably required for general public use* and therefore 'public roads', until such time as Council is presented with evidence suggesting otherwise.

39. The following 'roads' on the May 2018 version of the Register have been determined not to be 'public roads' for the reasons set out in Table 1. These 'roads' have not been included in the updated version of the Register presented in **Attachment 3**.

Table 1 – 'Roads' on the Register now not considered to be 'public roads'

Lane	Location	Suburb	Reason not a 'public road'
47.1	2 Reeves Street	Clifton Hill	It has been determined through the statutory planning process that this lane is crown land and has been subsequently sold by the State Government.
193	144 Johnston Street	Abbotsford	This 'road' has previously been found not to be a Council 'road', and the landowner/occupier has been subsequently informed in writing.
2081	782 Brunswick Street	Fitzroy North	This 'road' has previously been found not to be a Council 'road', and the landowner/occupier has been subsequently informed in writing.

40. The assessment of 'roads' listed of the Register generally found that either:

    (a) The individual 'road' meets the assessment criteria to be a 'public road', or

    (b) There is no clear basis in which to question historical decisions regarding the inclusion of individual 'roads' (particularly laneways and passageways) on the Register during or since 2004, in that:

        (i) The laneway and passageway network is complex in its function, particularly from an access and stormwater drainage perspective;

        (ii) There would have been historical arrangements that have led to how a laneway or passageway should function and be managed, particularly regarding private drainage into the nearest Council asset (i.e. the laneway or passageway);

        (iii) Council has committed to and has managed its laneways and passageways on this basis prior to and since 2004; and

        (iv) Absent any suggestion otherwise, the laneway and passageway network provides important linkages for both pedestrians and vehicles throughout the municipal district.

41. All gated or obstructed laneways and passageways currently on the Register have been assessed as 'public roads', on the basis that these 'roads' may have a current or future 'public road' function, and any change to this should be made by a decision of Council, based on how it decides to manage its infrastructure as per Council's RMP.

42. There are both advantages and disadvantages to deciding that gated or obstructed roads are 'public roads' – noting that whichever approach Council could adopt (i.e. retaining or removing obstructed roads as 'public roads') comes at some form of risk to Council.

43. A high-level assessment of the advantages and disadvantages to retaining or removing obstructed 'roads' as 'public roads' is presented in **Attachment 4.**

44. The key risk to Council relates to possible liability for injury, loss or damage where Council has not been able to maintain or repair a laneway to an appropriate standard given that the laneway is obstructed. There would be no change in this level of liability as this reflects the current position.

45. This is an ongoing risk that will need to be managed by Council in line with its resources to do so.

46. The primary risk of not including gated or obstructed 'roads' as 'public roads' on the Register of Public Roads is that 3rd parties may make a claim on this land and argue by Council not including the road on Councils Register of Public Roads, that Council has acknowledged the roads is not a road and thereby no longer *reasonably required for general public use*.

47. The assessment has identified that on balance that the current proposal of no change to current service provision and management represents a reasonable decision based on the information available to Council.

48. Based on the findings of the officer assessments, it is proposed that Council resolve that the roads presented on the Register (as shown in **Attachment 3)** are 'reasonably required for general public use' and are therefore 'public roads'.

Management of the register including Council endorsement of 'public roads'

49. The Register is a living document and the Act requires it to be managed as such.

50. New 'public roads' (such as those in the Yarrabend development) will occasionally be established, and the status of some existing 'public roads' will change over time for various reasons.

51. Council receives ongoing community and internal requests to help resolve issues relating to access and ownership of privately gated or obstructed laneways or passageways.

52. The requests are often complex in nature and can take many months (or longer) to resolve. It is often the case that there are many wider issues at play including historical land management, private and public amenity, perception of crime, neighbour and property disputes, all of which can complicate decision making.

53. Officers are proposing an internal process that involves a quarterly cross-organisational officer meeting to review batches of customer enquiries to determine recommended next steps in terms of:

    (a) Possible asset retention i.e.:

        (i) Removing obstructions and providing previous access;

        (ii) Removing the 'public road' status of the road but retaining the 'road' as a Council 'road';

        (iii) Permitting the occupation of a 'road' where removing obstructions or discontinuance of the 'road' is not recommended at that time; and

        (iv) Discontinuing the 'road' and leasing the land or retaining the land under Council management (subject to statutory processes);

    (b) Possible asset disposal i.e. discontinuance and sale of a 'road' (subject to statutory processes); and

    (c) Any change to 'public road' status of an individual 'road' resulting from detailed due diligence.

54. There will be a requirement for Council to formally endorse changes to the Register.

55. Should Council initially endorse the proposed update to the Register, it is proposed that Council subsequently receives a quarterly report to consider any proposed change to the 'public road' status (or not) of a 'road', noting that this may not be required every quarter.

56. This approach may not reduce the overall resolution time of customer enquiries – as the enquiries remain complex and will involve a number of steps - but it does provide a formalised process and timeframe for consideration which may assist with enquiry resolution and provides a record of decision making.

57. It is noted that customer enquiries involving risk to Council (i.e. liability claims) may need to be dealt with outside this process.

58. The statutory road discontinuance process can also occur outside of this internal process as required.

59. There is no statutory requirement relating to how often or when Council receives the reports to determine 'public road' status. There is flexibility within this approach for Council to consider urgent issues outside of this process, or to change the approach in the future as it sees fit.

Options

60. Council is required to make a formal decision for a road to be a 'public road' (or cease to be a 'public road') as it is a legislative requirement.

61. As detailed in this report, officers have undertaken a high-level assessment of 'roads' listed on the Register and have presented an updated version (**Attachment 3**).

62. The current proposal is for Council to resolve that the roads presented on the Register (as shown in **Attachment 3**) are 'reasonably required for general public use' and are therefore 'public roads'.

63. Following this initial process, Council will be required to make subsequent formal decisions for any roads that become (or cease to be) 'public roads'.

64. The current proposal is that Council receives reports on a quarterly basis for it to decide on 'public road' status of the presented 'roads' (if any).

65. There is no statutory requirement relating to how often or when Council receives the reports to determine 'public road' status. There is flexibility within this approach for Council to consider any issues considered more urgent outside of this process, or to change this approach in the future as Council sees fit.

66. Council could decide not to include roads that are gated or obstructed on the Register of Pubic Roads, however based on the assessment outlined above and in **Attachment 4,** officers recommend against doing so.

67. There is an option for Council to delegate the formal process of declaring 'public roads' to the appropriate responsible officer at Council.

68. This has not been proposed at this stage but can be facilitated at the direction of Council.

Community and stakeholder engagement

69. There is no statutory requirement to advertise or consult on any change to the 'public road' status of any 'roads', as it solely a decision of Council so that it can fulfil its road management duties.

70. The Register pf Public Roads is a reference document for the purposes of Council's Road Management Plan (RMP).

71. A draft version of an amended RMP is being presented to Council for consideration at the same meeting this report is being considered.

72. Once Council has adopted the draft RMP, the document may, depending on the nature of any changes proposed, need to be advertised, as per section 54 of the Act, including an invite for public submissions.

73. As a reference document to the RMP, the updated version of the Register will be available for review, and the public may make submissions on the Register through the RMP review process.

74. Any changes to the status of 'public roads' subsequent to this initial process, will be published in a Council report which can be viewed by the public prior to the meeting of Council.

75. There will be an ongoing requirement to respond to and address community enquiries relating to access and ownership of individual 'roads'. As is currently the case, this will be undertaken in line with Council's communication protocols.

Policy analysis

Alignment to Council Plan

76. Council is required by the Act to list 'public roads' for which is it is responsible on its Register.

77. The Register has been reviewed in line with the proposed amendment to Council's RMP and in line with the direction set out in Council's 'Management Policy in Relation to Laneways Passageways and Rights of Way in Yarra'.

Climate emergency and sustainability implications

78. The Register identifies which 'roads' in Yarra are 'public roads' so that Council can fulfil its road management duties as set out in the RMP.

79. There are no climate emergency or sustainability implications with the current or ongoing management of the Register.

Community and social implications

80. The Register identifies which 'roads' in Yarra are 'public roads' so that Council can fulfil its road management duties as set out in the RMP.

81. The ownership and access to certain roads on the Register is contested.

82. It is proposed that any 'contested' roads remain on the Register until the outcome of the contest is resolved and a formal decision is made.

Economic development implications

83. Yarra's road management duties and requirements are set out in Council's RMP.

84. There are no economic implications associated with the current on ongoing management of the Register.

Human rights and gender equality implications

85. There are no human rights or gender equality implications associated with the current and ongoing management of the Register.

Operational analysis

Financial and resource impacts

86. The operational requirements of managing 'public roads' is set out in Council's RMP.

87. There is no notable change from the list of 'public roads' as set out in previous Registers.

88. There will be a change in the number of 'public roads' over time with new 'public roads' established and existing 'public roads' reclassified or discontinued.

89. This represents business as usual and there are no notable financial impacts associated with an increase or decrease in 'public roads' in line with current practices.

90. The additional reporting to meet statutory obligations will require officer time. The additional officer time required to implement the recommended approach can be resourced through existing budget allocations.

Legal Implications

91. Council is required by the *Road Management Act 2004* to list 'public roads' for which is it is responsible on its register.

Conclusion

92. Council is required to make a formal decision for a road to be a 'public road' (or cease to be a 'public road') as it is a legislative requirement.

93. To ensure that Council complies with its statutory obligations, officers have undertaken an assessment of each 'public road' on the Register and have put forward an updated Register for formal Council decision and adoption.

94. It is recommended that Council resolve that the 'roads' listed in the updated Register (**Attachment 3**) to be *reasonably required for general public use* and therefore public roads.

95. This will ensure that Council's Register is compliant with the Act.

96. There will be an ongoing requirement for Council to make formal decisions every time there is a change to the ‘public road’ status of a ‘road’.

97. It is recommended that Council receive a quarterly report to formally declare ‘public road’ status (or not) noting that this may not be required every quarter.

98. This level of reporting aligns with internal processes being implemented by officers to address customer enquires relating to ‘public roads’, which tend to be time and resource intensive due to the complexity of the range of issues involved.

RECOMMENDATION

1. That Council:

   (a) notes that officers have undertaken a high-level assessment of each individual ‘road’ listed on Council’s existing Register of Public Roads;

   (b) resolves that the ‘roads’ listed on the updated version of the Register of Public Roads presented in this report are *reasonably required for general public use* and therefore Council ‘public roads’; and

   (c) instructs officers to prepare a quarterly report to Council (if required) that presents any changes that require Council’s formal decision on the ‘public road’ status of a ‘road’.

Attachments

1⇩ Attachment 1 Examples of Public Roads on Register

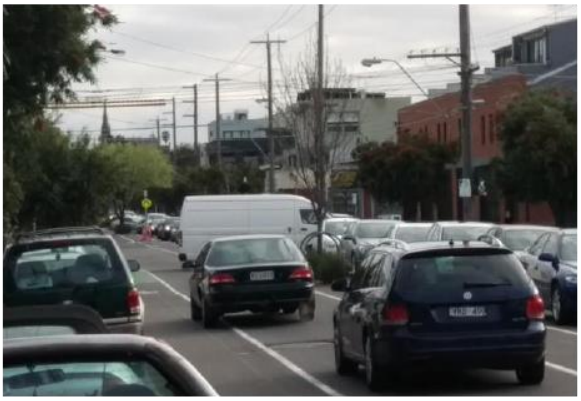
2⇩ Attachment 2 Register of Public Roads 30 May 2018

3⇩ Attachment 3 Updated Register of Public Roads April 2021

4⇩ Attachment 4 Assessment of retaining or removing the 'public road' status of obstructed 'roads'

Attachment 1 - Attachment 1 Examples of Public Roads on Register

Attachment 1: Examples of 'public roads' on Council's Register (local roads under the management of Yarra)



Wellington Street, Collingwood

Rathdowne Street, North Carlton

Yambla Street, Clifton Hill

Stewart Street, Richmond

Attachment 1 - Attachment 1 Examples of Public Roads on Register

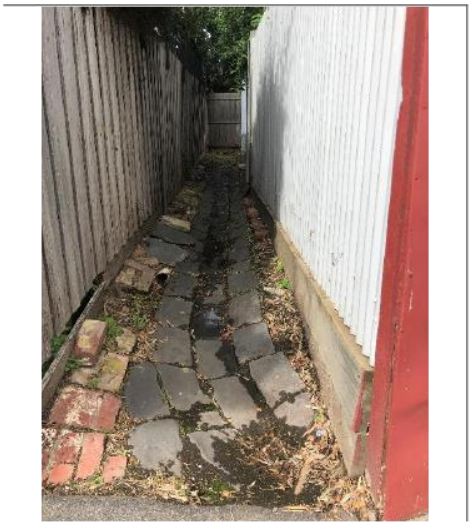
Attachment 1 continued: Examples of 'public roads' on Council's Register (laneways and passageways under the management of Yarra)

Laneways (above left and right) that connect two roads and provides a public access connection

Passageway (below left) that forms part of a link between two roads (see aerial below right) that provides a public access connection

Attachment 1 - Attachment 1 Examples of Public Roads on Register

Attachment 1 continued: Examples of 'public roads' on Council's Register (laneways and passageways under the management of Yarra)



A laneway (above left) and passageway (above right) that lead to the rear of properties

A laneway (above left) and passageway (above right) that have been gated and incorporated into private property

REGISTER OF PUBLIC ROADS

(INCLUDING LANEWAYS)

VERSION DATE: 30 May 2018

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ABBOTSFORD ST	NICHOLSON ST	CLARKE ST	Abbotsford	Local Road		Yarra City Council
ALBERT ST	VICTORIA ST	VICTORIA CRES	Abbotsford	Local Road		Yarra City Council
BLOOMBURG ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
BOND ST	SOUTHAMPTON CRES	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
CHARLES ST	VERE ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
CHARLES ST	LANGRIDGE ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
CHURCH ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
CLARKE ST	YARRA ST	JOHNSTON ST	Abbotsford	Local Road		Yarra City Council
COOKE ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
DUKE ST	VICTORIA ST	SOUTHAMPTON CRES	Abbotsford	Local Road		Yarra City Council
EDDY CRT	STANTON ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
FAIRCHILD ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
FERGUSON ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
FLOCKHART ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
GIPPS ST	HODDLE ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
GREENWOOD ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
GROSVENOR ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
HARPER ST	NICHOLSON ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
HENRY ST	GIPPS ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	JOHNSTON ST	Abbotsford	Arterial Road	Right	Vic Roads
HUNTER ST	MARINE PDE	VALIANT ST	Abbotsford	Local Road		Yarra City Council
HUNTER ST	JOHNSTON ST	VALIANT ST	Abbotsford	Local Road		Yarra City Council
JAMES ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
JOHNSTON ST	HODDLE ST	YARRA PARK ST	Abbotsford	Arterial Road	Right	Vic Roads
LANGRIDGE ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
LITHGOW ST	MOLLISON ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
LITTLE CHARLES ST	GIPPS ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
LITTLE LITHGOW ST	VICTORIA ST	MOLLISON ST	Abbotsford	Local Road		Yarra City Council
LITTLE NICHOLSON ST	GIPPS ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
MARINE PDE	NICHOLSON ST	PATERSON ST	Abbotsford	Local Road		Yarra City Council
MAYFIELD ST	MURRAY ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
MOLLISON ST	VICTORIA CRES	PARK ST	Abbotsford	Local Road		Yarra City Council
MURRAY ST	ALBERT ST	CHURCH ST	Abbotsford	Local Road		Yarra City Council
NELSON ST	CHURCH ST	SOUTH AUDLEY ST	Abbotsford	Local Road		Yarra City Council
NICHOLSON ST	JOHNSTON ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
PARK ST	JOHNSTON ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
PATERSON ST	MARINE PDE	JOHNSTON ST	Abbotsford	Local Road		Yarra City Council
PRINCES ST	ALBERT ST	CHURCH ST	Abbotsford	Local Road		Yarra City Council
RAPHAEL ST	GIPPS ST	BLOOMBURG ST	Abbotsford	Local Road		Yarra City Council
RUSSELL ST	GIPPS ST	BLOOMBURG ST	Abbotsford	Local Road		Yarra City Council
SHAMROCK ST	FLOCKHART ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
SOUTH AUDLEY ST	VICTORIA ST	SOUTHAMPTON CRES	Abbotsford	Local Road		Yarra City Council
SOUTHAMPTON CRES	SOUTH AUDLEY ST	GROSVENOR ST	Abbotsford	Local Road		Yarra City Council
ST HELIERS ST	CLARKE ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
ST PHILIPS ST	GIPPS ST	VERE ST	Abbotsford	Local Road		Yarra City Council
STAFFORD ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
STANTON ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
STUDLEY ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
THOMPSON ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
VALIANT ST	CLARKE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
VERE ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
VICTORIA CRES	GIPPS ST	ALBERT ST	Abbotsford	Local Road		Yarra City Council
VICTORIA ST	HODDLE ST	YARRA RIVER	Abbotsford	Arterial Road	Left	Vic Roads
WALMER ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
WILLIAM ST	VICTORIA ST	MOLLISON ST	Abbotsford	Local Road		Yarra City Council
YARRA BANK CRT	GIPPS ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
YARRA ST	HODDLE ST	CLARKE ST	Abbotsford	Local Road		Yarra City Council
ZETLAND ST	VICTORIA CRES	END OF STREET	Abbotsford	Local Road		Yarra City Council
ADAMS ST	PHILLIPS ST	FOULKES ST	Alphington	Local Road		Yarra City Council
ALPHINGTON ST	END OF STREET	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
ARTHUR ST	PARK CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
AUSTIN ST	PARK CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
CHAMOUNI ST	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
CHANDLER HWY	HEIDELBERG RD	RIVER	Alphington	Arterial Road		Yarra City Council
COATE AVE	REX AVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
COMO ST	LUCERNE CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
CONSTANCE ST	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
FARM ROAD	LUCERNE CRES	END OF STREET	Alphington	Local Road		Yarra City Council
FOULKES ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
GENEVA ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
GIBSON ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
HEIDELBERG RD	MERRI CREEK	BOUNDRY	Alphington	Arterial Road	Right	Vic Roads
KILLOP ST	VIEW ST	YARRALEA ST	Alphington	Local Road		Yarra City Council
LATROBE AVE	LUGTON ST	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
LUCERNE CRES	VIEW ST	OLD HEIDELBERG ROAD	Alphington	Local Road		Yarra City Council
LUGTON ST	LATROBE AVE	PARKVIEW ROAD	Alphington	Local Road		Yarra City Council
MARGARET GROVE	PERRY ST	END OF STREET	Alphington	Local Road		Yarra City Council
OAKES ST	ADAMS ST	COMO ST	Alphington	Local Road		Yarra City Council
OLD HEIDELBERG ROAD	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PANTHER PLACE	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PARK AVE	RIVERVIEW GVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
PARK CRES	PANTHER PLACE	ALPHINGTON ST	Alphington	Local Road		Yarra City Council
PARKVIEW ROAD	HEIDELBERG RD	LUGTON ST	Alphington	Local Road		Yarra City Council
PERRY ST	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PHILLIPS ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
REX AVE	COATE AVE	CHANDLER HWY	Alphington	Local Road		Yarra City Council
RIVERBRAE CRT	END OF STREET	ROEMER CRES	Alphington	Local Road		Yarra City Council
RIVERVIEW GVE	PARKVIEW ROAD	VIEW ST	Alphington	Local Road		Yarra City Council
ROEMER CRES	LUCERNE CRES	LUCERNE CRES	Alphington	Local Road		Yarra City Council
ST BERNARDS ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
ST GOTHARDS ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
STATION ST	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
THE ESPLANADE	END OF STREET	ALPHINGTON ST	Alphington	Local Road		Yarra City Council
TOWER AVE	MARGARET GVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
VIEW ST	LUCERNE CRES	END OF STREET	Alphington	Local Road		Yarra City Council
YARRA BEND ROAD	HEIDELBERG RD	ENTIRE LENGTH	Alphington	Local Road		Yarra City Council
YARRAFORD AVE	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
YARRALEA ST	LUCERNE CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
ADAM ST	BARKLY AVE	MADDEN GR	Burnley	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ALBERT PL	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
BARKLY AVE	BURNLEY ST	GIBDON ST	Burnley	Arterial Road		Vicroads
BARKLY AVE	BURNLEY ST	GIBDON ST	Burnley	Arterial Road		Vicroads
BELGRAVIA ST	SWAN ST	END OF STREET	Burnley	Local Road		Yarra City Council
BELLEVUE ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
BENDIGO ST	SWAN ST	VESPER ST	Burnley	Local Road		Yarra City Council
BLISS ST	CUTTER ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
BOLAND ST	BURNLEY ST	TYPE ST	Burnley	Local Road		Yarra City Council
BRIDGE RD	BURNLEY ST	HAWTHORN BRIDGE	Burnley	Arterial Road	Right	Vicroads
BROOKS ST	BENDIGO ST	PARK ST	Burnley	Local Road		Yarra City Council
BUNTING ST	MANTON ST	FARMER ST	Burnley	Local Road		Yarra City Council
BURNLEY ST	BRIDGE RD	SWAN ST	Burnley	Arterial Road	Left	Vicroads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Left	Vicroads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Right	Vicroads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Left Service	Yarra City Council
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Right Service	Yarra City Council
CAMPBELL ST	WESTBANK TCE	END OF STREET	Burnley	Local Road		Yarra City Council
CHERRILL ST	ADAM ST	STAWELL ST	Burnley	Local Road		Yarra City Council
CRIMEA ST	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
CUTTER ST	SWAN ST	MANTON ST	Burnley	Local Road		Yarra City Council
DICKENS ST	TYPE ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
FARMER ST	BURNLEY ST	END OF STREET	Burnley	Local Road		Yarra City Council
FR SMITH DRIVE	YARRA BLVD	END OF STREET	Burnley	Local Road		Yarra City Council
GIBDON ST	MADDEN GR	TWICKENHAM CRES	Burnley	Local Road		Yarra City Council
GLASSHOUSE ST	TYPE ST	END OF STREET	Burnley	Local Road		Yarra City Council
JACKSON ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
JAGO ST	WERTHEIM ST	BENDIGO ST	Burnley	Local Road		Yarra City Council
KHARTOUM ST	STAWELL ST	BENDIGO ST	Burnley	Local Road		Yarra City Council
KIMBER ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
LIGHTFOOT ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
LONGFIELD ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
LOYOLA GR	TWICKENHAM CRES	MADDEN GR	Burnley	Arterial Road		Vicroads
MADDEN GR	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
MADDEN GR	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
MADDEN GR	GIBDON ST	LOYOLA GR	Burnley	Local Road		Yarra City Council
MADDEN GR	LOYOLA GR	SWAN ST	Burnley	Arterial Road		Vicroads
MANTON ST	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
MITCHELL ST	CUTTER ST	END OF STREET	Burnley	Local Road		Yarra City Council
MOORE ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
O'CONNELL ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
PARK AVE	WESTBANK TCE	END OF STREET	Burnley	Local Road		Yarra City Council
PARK GVE	SWAN ST	BROOKS ST	Burnley	Local Road		Yarra City Council
PARK ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
PARKVILLE ST	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
PARKVILLE ST	GIBDON ST	MADDEN GR	Burnley	Local Road		Yarra City Council
QUEEN ST	SWAN ST	END OF STREET	Burnley	Local Road		Yarra City Council
STAWELL ST	SWAN ST	BRIDGE RD	Burnley	Local Road		Yarra City Council
STAWELL ST	BARKLY AVE	MADDEN GR	Burnley	Local Road		Yarra City Council
STAWELL ST	END OF STREET	SWAN ST	Burnley	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
STILLMAN ST	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
SURVEY ST	BENDIGO ST	PARK GVE	Burnley	Local Road		Yarra City Council
SWAN ST	BURNLEY ST	BOUNDRY	Burnley	Arterial Road	Left	Vicroads
SWAN ST	BURNLEY ST	STAWELL ST	Burnley	Arterial Road	Right	Vicroads
SWAN ST	STAWELL ST	BENDIGO ST	Burnley	Arterial Road	Right	Vicroads
SWAN ST	BENDIGO ST	MADDEN GR	Burnley	Arterial Road	Right	Vicroads
SWAN ST	MADDEN GR	END OF LANE	Burnley	Arterial Road	Right	Vicroads
TUDOR ST	BRIDGE RD	VESPER ST	Burnley	Local Road		Yarra City Council
TWICKENHAM CRES	GIBDON ST	LOYOLA GR	Burnley	Arterial Road		Vicroads
TWICKENHAM CRES	GIBDON ST	LOYOLA GR	Burnley	Arterial Road		Vicroads
TYPE ST	BRIDGE RD	END OF STREET	Burnley	Local Road		Yarra City Council
UTOPIA PL	ADAM ST	STAWELL ST	Burnley	Local Road		Yarra City Council
VESPER ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
WERTHEIM ST	STAWELL ST	JAGO ST	Burnley	Local Road		Yarra City Council
WEST ST	ADAM ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
WESTBANK TCE	BRIDGE RD	BENDIGO ST	Burnley	Local Road		Yarra City Council
YARRA BLVD	BRIDGE RD	TWICKENHAM CRES	Burnley	Arterial Road		Vicroads
AMESS ST	PARK ST	FENWICK ST	Carlton North	Local Road		Yarra City Council
BIRDSALL PLACE	RATHDOWNE ST	END OF STREET	Carlton North	Local Road		Yarra City Council
CANNING ST	PRINCES ST	PARK ST	Carlton North	Local Road		Yarra City Council
CURTAIN ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
DAVIS ST	CANNING ST	RATHDOWNE ST	Carlton North	Local Road		Yarra City Council
DRUMMOND ST	PRINCES ST	PARK ST	Carlton North	Local Road		Yarra City Council
EARL ST	SUTTON ST	END OF STREET	Carlton North	Local Road		Yarra City Council
FENWICK ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
HENRY ST	NEWRY ST	END OF STREET	Carlton North	Local Road		Yarra City Council
HERBERT ST	DRUMMOND ST	RATHDOWNE ST	Carlton North	Local Road		Yarra City Council
HUGHES ST	LYGON ST	DRUMMOND ST	Carlton North	Local Road		Yarra City Council
LEE ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
LYGON ST	PARK ST	PRINCES ST	Carlton North	Local Road	Left	Yarra City Council
MACPHERSON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
MARY ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
NEWRY ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
NICHOLSON ST	PARK ST	ALEXANDRA PDE	Carlton North	Arterial Road	Right	Vicroads
O'GRADY ST	RATHDOWNE ST	CANNING ST	Carlton North	Local Road		Yarra City Council
PARK ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
PIGDON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
PRINCES ST	LYGON ST	NICHOLSON ST	Carlton North	Arterial Road	Left	Vicroads
RATHDOWNE ST	PARK ST	PRINCES ST	Carlton North	Local Road		Yarra City Council
RESERVE ST	CURTAIN ST	END OF STREET	Carlton North	Local Road		Yarra City Council
RICHARDSON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
SHAKESPEARE ST	LYGON ST	DRUMMOND ST	Carlton North	Local Road		Yarra City Council
STATION ST	PARK ST	PRINCES ST	Carlton North	Local Road		Yarra City Council
SUTTON ST	CURTAIN ST	FENWICK ST	Carlton North	Local Road		Yarra City Council
ABBOT GVE	HODDLE ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
ABBOTT GVE	FENWICK ST	SPENSLEY ST	Clifton Hill	Local Road		Yarra City Council
ABBOTT ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
AITKEN ST	RAMSDEN ST	KIEWA ST	Clifton Hill	Local Road		Yarra City Council
ALEXANDER ST	NOONE ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
ALEXANDRA PDE	BRUNSWICK ST	HODDLE ST	Clifton Hill	Arterial Road		Vic Roads

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ALEXANDRA PDE East	GROOM ST	END OF STREET	Clifton Hill	Arterial Road		Vic Roads
ANDERSON ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
BATH ST	TURNER ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
BERRY ST	JOHN ST	RAMSDEN ST	Clifton Hill	Local Road		Yarra City Council
BROCKENSHIRE ST	RAMSDEN ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
CAROLINE ST	BERRY ST	YAMBLA ST	Clifton Hill	Local Road		Yarra City Council
CLIFTON AVE	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
CLIFTON ST	SPENSLEY ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
COUNCIL ST	WELLINGTON ST	SMITH ST	Clifton Hill	Local Road		Yarra City Council
DALLY ST	CLIFTON AVE	KIEWA ST	Clifton Hill	Local Road		Yarra City Council
DWYER ST	WRIGHT ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
EASTERN FWY	HODDLE ST	RIVER	Clifton Hill	Freeway		Vic Roads
EDMUND ST	LITTLE EDMUND ST	WALKER ST	Clifton Hill	Local Road		Yarra City Council
FEDERATION LA	TRENERRY CRES	LULIE ST	Clifton Hill	Local Road		Yarra City Council
FENWICK ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
FIELD ST	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
FORD ST	HORNE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
GEORGE ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Arterial Road		Vic Roads
GEORGE ST	BERRY ST	FENWICK ST	Clifton Hill	Local Road		Yarra City Council
GOLD ST	ALEXANDRA PDE	QUEENS PDE	Clifton Hill	Local Road		Yarra City Council
GORDON ST	ROSENEATH ST	RAMSDEN ST	Clifton Hill	Local Road		Yarra City Council
GRANT ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
GRAY ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
GROOM ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
HALL ST	CAROLINE ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
HEIDELBERG RD	HODDLE ST	MERRI CREEK	Clifton Hill	Arterial Road		Vic Roads
HILTON ST	ALEXANDRA PDE	HODGKINSON ST	Clifton Hill	Local Road		Yarra City Council
HODDLE ST	EASTERN FWY	QUEENS PDE	Clifton Hill	Arterial Road		Vic Roads
HODGKINSON ST	SMITH ST	TURNBULL ST	Clifton Hill	Local Road		Yarra City Council
HORNE ST	RAMSDEN ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
JOHN ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
JOHNSTON ST	HODDLE ST	YARRA RIVER	Clifton Hill	Arterial Road	Left	Vic Roads
KENT ST	HILTON ST	WELLINGTON ST	Clifton Hill	Local Road		Yarra City Council
KIEWA ST	ROSENEATH ST	YAMBLA ST	Clifton Hill	Local Road		Yarra City Council
LANG ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
LILLY ST	RAMSDEN ST	SPENSLEY ST	Clifton Hill	Local Road		Yarra City Council
LITTLE EDMUND ST	EDMUND ST	CLIFTON ST	Clifton Hill	Local Road		Yarra City Council
LITTLE TURNER ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
LOUISE STREET	FIELD ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
LULIE ST	JOHNSTON ST	MAUGIE ST	Clifton Hill	Local Road		Yarra City Council
MAUGIE ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
MYRTLE ST	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
NAPIER ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
NOONE ST	WELLINGTON ST	GRAY ST	Clifton Hill	Local Road		Yarra City Council
NORTH TCE	HODDLE ST	HODGKINSON ST	Clifton Hill	Local Road		Yarra City Council
O'GRADY ST	BERRY ST	THE ESPLANADE	Clifton Hill	Local Road		Yarra City Council
PAGE ST	GOLD ST	WELLINGTON ST	Clifton Hill	Local Road		Yarra City Council
PARK DVE	WALKER ST	WALKER ST	Clifton Hill	Local Road		Yarra City Council
PARSLOW ST	HODDLE ST	RUTLAND ST	Clifton Hill	Local Road		Yarra City Council
PECKVILLE ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
QUEENS PDE	ALEXANDRA PDE	BRENNAND ST	Clifton Hill	Arterial Road		Vic Roads
RAMSDEN ST	HODDLE ST	FIELD ST	Clifton Hill	Local Road		Yarra City Council
REEVES ST	ALEXANDER ST	COUNCIL ST	Clifton Hill	Local Road		Yarra City Council
RICH ST	JOHNSTON ST	TURNER ST	Clifton Hill	Local Road		Yarra City Council
ROSE ST	FENWICK ST	BERRY ST	Clifton Hill	Local Road		Yarra City Council
ROSENEATH ST	HODDLE ST	FIELD ST	Clifton Hill	Local Road		Yarra City Council
RUTLAND ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
SMITH ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
SOUTH TCE	GOLD ST	HODDLE ST	Clifton Hill	Local Road		Yarra City Council
SPENSLEY ST	JOHN ST	THE ESPLANADE	Clifton Hill	Local Road		Yarra City Council
THE ESPLANADE	HEIDELBERG RD	WALKER ST	Clifton Hill	Local Road		Yarra City Council
TRENERRY CRES	GRAY ST	JOHNSTON ST	Clifton Hill	Local Road		Yarra City Council
TRURO ST	HODDLE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
TURNBULL ST	HEIDELBERG RD	NORTH TCE	Clifton Hill	Local Road		Yarra City Council
TURNER ST	TRENERRY CRES	END OF STREET	Clifton Hill	Local Road		Yarra City Council
WALKER ST	THE ESPLANADE	FENWICK ST	Clifton Hill	Local Road		Yarra City Council
WELLINGTON ST	ALEXANDRA PDE	QUEENS PDE	Clifton Hill	Local Road		Yarra City Council
WILLIAM ST	FIELD ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
WRIGHT ST	FENWICK ST	DWYER ST	Clifton Hill	Local Road		Yarra City Council
YAMBLA ST	WRIGHT ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
ALEXANDER ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
ALEXANDRA PDE	SMITH ST	HODDLE ST	Collingwood	Arterial Road		Vic Roads
BALLARAT ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
BEDFORD ST	JOHNSTON ST	END OF STREET	Collingwood	Local Road		Yarra City Council
BENDIGO ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
BLANCHE ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
BROWN ST	LANGRIDGE ST	ENTIRE LENGTH	Collingwood	Local Road		Yarra City Council
BUDD ST	ALEXANDRA PDE	JOHNSTON ST	Collingwood	Local Road		Yarra City Council
CAMBRIDGE ST	STANLEY ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
CAMPBELL ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
CAMPBELL ST	PERRY ST	VERE ST	Collingwood	Private Road		
CAMPBELL ST	VERE ST	GIPPS ST	Collingwood	Local Road		Yarra City Council
CHARLOTTE ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
CHARLOTTE ST	HOTHAM ST	END OF STREET	Collingwood	Local Road		Yarra City Council
CROMWELL ST	McCUTCHEON WAY	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
DERBY ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
DIGHT ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
DIGHT ST	PERRY ST	VERE ST	Collingwood	Private Road		
DIGHT ST	VERE ST	SINGLETON ST	Collingwood	Local Road		Yarra City Council
DORSET ST	WELLINGTON ST	END OF STREET	Collingwood	Local Road		Yarra City Council
DOWN ST	VERE ST	SINGLETON ST	Collingwood	Local Road		Yarra City Council
EASEY ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
EMERALD ST	PERRY ST	END OF STREET	Collingwood	Private Road		
EMMA ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
EMMA ST	HOTHAM ST	END OF STREET	Collingwood	Local Road		Yarra City Council
FOREST ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
FRANCIS ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
GIPPS ST	WELLINGTON ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
GLASGOW ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
GLASSHOUSE RD	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
GOLD ST	JOHNSTON ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
HARMSWORTH ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
HARMSWORTH ST	PERRY ST		Collingwood	Local Road		Yarra City Council
HARMSWORTH ST		VERE ST	Collingwood	Private Road		
HODDLE ST	VICTORIA ST	EASTERN FWY	Collingwood	Arterial Road		Vic Roads
HODDLE ST	HOTHAM ST	SACKVILLE ST	Collingwood	Local Road	Left Service Rd	Yarra City Council
HOOD ST	HODDLE ST	ISLINGTON ST	Collingwood	Local Road		Yarra City Council
HOTHAM ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
ISLINGTON ST	HOOD ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
JOHN ST	SINGLETON ST	VERE ST	Collingwood	Local Road		Yarra City Council
JOHNSTON ST	SMITH ST	HODDLE ST	Collingwood	Arterial Road		Vic Roads
KEELE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
LANGRIDGE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
LITTLE ABBOT ST	HODDLE ST	GOLD ST	Collingwood	Local Road		Yarra City Council
LITTLE ABBOT ST	GOLD ST	END OF STREET	Collingwood	Local Road		Yarra City Council
LITTLE OXFORD ST	STANLEY ST	DERBY ST	Collingwood	Local Road		Yarra City Council
LITTLE WELLINGTON ST	WELLINGTON ST	NAPOLEON ST	Collingwood	Local Road		Yarra City Council
MASON ST	SMITH ST	CAMBRIDGE ST	Collingwood	Local Road		Yarra City Council
MATER ST	SMITH ST	GOLD ST	Collingwood	Local Road		Yarra City Council
McCUTCHEON WAY	CROMWELL ST	CAMPBELL ST	Collingwood	Local Road		Yarra City Council
MONTAGUE ST	ROKEBY ST	RUPERT ST	Collingwood	Local Road		Yarra City Council
NAPOLEON ST	OTTER ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
NORTHUMBERLAND ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
OTTER ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
OXFORD ST	STANLEY ST	MASON ST	Collingwood	Local Road		Yarra City Council
PALMER ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
PALMER ST	PERRY ST	VERE ST	Collingwood	Private Road		
PEEL ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
PERRY ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
ROBERT ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
ROKEBY ST	GIPPS ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
RUPERT ST	McCUTCHEON WAY	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
SACKVILLE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
SILVER ST	GLASGOW ST	LANGRIDGE ST	Collingwood	Local Road		Yarra City Council
SINGLETON ST	WELLINGTON ST	DIGHT ST	Collingwood	Local Road		Yarra City Council
SMITH ST	ALEXANDRA PDE	VICTORIA PDE	Collingwood	Local Road	Left	Yarra City Council
STANLEY ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
STURT ST	GIPPS ST	McCUTCHEON WAY	Collingwood	Local Road		Yarra City Council
SYDNEY ST	PERRY ST	JOHNSTON ST	Collingwood	Local Road		Yarra City Council
VERE ST	WELLINGTON ST	HARMSWORTH ST	Collingwood	Local Road		Yarra City Council
WATERLOO ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
WELLINGTON ST	VICTORIA PDE	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
YORK ST	DIGHT ST	ENTIRE LENGTH	Collingwood	Local Road		Yarra City Council
ADELAIDE ST	CHURCH ST	GREEN ST	Cremorne	Local Road		Yarra City Council
ADOLPH ST	CHURCH ST	END OF STREET	Cremorne	Local Road		Yarra City Council
BALMAIN ST	CREMORNE ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
BENT ST	CUBITT ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
BLANCHE ST	PUNT RD	CREMORNE ST	Cremorne	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
BYRON ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
CHAPEL ST	GREEN ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
CHAPEL ST	WALNUT ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
CHESTNUT ST	ADOLPH ST	GORDON ST	Cremorne	Local Road		Yarra City Council
CHURCH ST	SE FWY	SWAN ST	Cremorne	Arterial Road	Left	Vicroads
CREMORNE ST	SWAN ST	HARD COURT PDE	Cremorne	Local Road		Yarra City Council
CUBITT ST	SE FWY	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
DALE ST	HARGREAVES ST	CHURCH ST	Cremorne	Private Road		
DOVE ST	STEPHENSON ST	END OF STREET	Cremorne	Local Road		Yarra City Council
DOVER ST	SE FWY	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
DUNN ST	STEPHENSON ST	GREEN ST	Cremorne	Local Road		Yarra City Council
ELECTRIC ST	END OF STREET	ODDY'S LANE	Cremorne	Local Road		Yarra City Council
FITZGIBBON ST	CUBITT ST	DOVER ST	Cremorne	Local Road		Yarra City Council
GORDON ST	CHURCH ST	CHESTNUT ST	Cremorne	Local Road		Yarra City Council
GOUGH PL	GOUGH ST	END OF STREET	Cremorne	Local Road		Yarra City Council
GOUGH ST	CREMORNE ST	PUNT RD	Cremorne	Local Road		Yarra City Council
GREEN ST	ELECTRIC ST	ADOLPH ST	Cremorne	Local Road		Yarra City Council
GREEN ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
GWYNNE ST	MUNRO ST	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
HARD COURT PDE	PUNT RD	SE FWY	Cremorne	Freeway		Vicroads
HILL ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
HUCKERBY ST	ROUT ST	BLANCHE ST	Cremorne	Local Road		Yarra City Council
HUTCHINGS ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
JESSIE ST	CREMORNE ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
KELSO ST	STEPHENSON ST	PUNT RD	Cremorne	Local Road		Yarra City Council
KIPLING ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
LORETTO ST	WELLINGTON ST	JESSIE ST	Cremorne	Local Road		Yarra City Council
MELROSE ST	GOUGH ST	KELSO ST	Cremorne	Local Road		Yarra City Council
MUNRO ST	CUBITT ST	GWYNNE ST	Cremorne	Local Road		Yarra City Council
NEWTON ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
ODDY'S LANE	ELECTRIC ST	END OF STREET	Cremorne	Local Road		Yarra City Council
PALMER PDE	BALMAIN ST	END OF STREET	Cremorne	Private Road		
PARKINS LANE	CREMORNE ST	KELSO ST	Cremorne	Local Road		Yarra City Council
PEARSON ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
PUNT RD	SE FWY	SWAN ST	Cremorne	Arterial Road	Right	Vicroads
RAILWAY CRESCENT	ADOLPH ST	ENTIRE LENGTH	Cremorne	Local Road		Yarra City Council
RAILWAY PL	GREEN ST	ROYAL PL	Cremorne	Local Road		Yarra City Council
ROUT ST	PUNT RD	WELLINGTON ST	Cremorne	Local Road		Yarra City Council
ROYAL PL	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
SHAKESPEARE PL	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
STEPHENSON ST	BALMAIN ST	KELSO ST	Cremorne	Local Road		Yarra City Council
STEPHENSON ST	KELSO ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
SWAN ST	PUNT RD	CHURCH ST	Cremorne	Arterial Road	Right	Vicroads
VICTORIA AVE	DOVER ST	END OF STREET	Cremorne	Local Road		Yarra City Council
WALNUT ST	ADELAIDE ST	ADOLPH ST	Cremorne	Local Road		Yarra City Council
WALNUT ST	NEWTON ST	BALMAIN ST	Cremorne	Local Road		Yarra City Council
WELLINGTON ST	PARKINS LANE	SWAN ST	Cremorne	Local Road		Yarra City Council
WHITE ST	ADOLPH ST	DUNN ST	Cremorne	Local Road		Yarra City Council
WILLIAM ST	GREEN ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
ALBERT PL	GORE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ALEXANDRA PDE	NICHOLSON ST	SMITH ST	Fitzroy	Arterial Road		Vic Roads
ALMA ST	REGENT ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
ARGYLE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
BACH LA	MOOR ST	KING WILLIAM ST	Fitzroy	Local Road		Yarra City Council
BELL ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
BRUNSWICK PL	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
BRUNSWICK ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
CECIL ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
CHAPEL ST	YOUNG ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
CHARLES ST	NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
CONDELL ST	YOUNG ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
COWELL ST	LITTLE HANOVER ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
CREMORNE PL	CREMORNE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
CREMORNE ST	BELL ST	CREMORNE PL	Fitzroy	Local Road		Yarra City Council
DUKE ST	YOUNG ST	END OF STREET	Fitzroy	Private Road		I
ELLIOTT ST	JOHNSTON ST	CHAPEL ST	Fitzroy	Local Road		Yarra City Council
EXHIBITION ST	YOUNG ST	NAPIER ST	Fitzroy	Local Road		Yarra City Council
FISHERS LA	MOOR ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
FITZROY ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
FLEET ST	PALMER ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GARFIELD ST	CREMORNE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GEORGE ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
GERTRUDE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
GORE ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
GRAHAM ST	YOUNG ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GREEVES ST	MAHONEY ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
HANOVER ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
HARGREAVES ST	ST DAVID ST	GREEVES ST	Fitzroy	Local Road		Yarra City Council
HENRY ST	NICHOLSON ST	SPRING ST	Fitzroy	Local Road		Yarra City Council
HERTFORD ST	CHAPEL ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
HIGHETT PL	GREEVES ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
HODGSON ST	GORE ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
HODGSON ST	GORE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
JAMES ST	FITZROY ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
JOHN ST	BELL ST	MOOR ST	Fitzroy	Local Road		Yarra City Council
JOHNSTON ST	NICHOLSON ST	SMITH ST	Fitzroy	Arterial Road		Vic Roads
KENT ST	MOOR ST	ST DAVID ST	Fitzroy	Local Road		Yarra City Council
KERR ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
KING WILLIAM ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
LEICESTER ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
LITTLE CHARLES ST	NAPIER ST	GEORGE ST	Fitzroy	Local Road		Yarra City Council
LITTLE FLEET ST	PALMER ST	LITTLE HANOVER ST	Fitzroy	Local Road		Yarra City Council
LITTLE GEORGE ST	WEBB ST	LITTLE VICTORIA ST	Fitzroy	Local Road		Yarra City Council
LITTLE GORE ST	WEBB ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE GORE ST	LITTLE VICTORIA ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE HANOVER ST	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE NAPIER ST	LITTLE VICTORIA ST	GERTRUDE ST	Fitzroy	Local Road		Yarra City Council
LITTLE SMITH ST	LITTLE VICTORIA ST	WEBB ST	Fitzroy	Local Road		Yarra City Council
LITTLE VICTORIA ST	LITTLE NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
MAHONEY ST	BELL ST	VICTORIA ST	Fitzroy	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
MARION LA	ROYAL LANE	FITZROY ST	Fitzroy	Local Road		Yarra City Council
MARION ST	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
MOOR ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
NAPIER PLACE	MOOR ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
NAPIER ST	CECIL ST	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
NICHOLSON ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Arterial Road	Left	Vic Roads
PALMER ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
PRINCES ST	NICHOLSON ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
REGENT ST	PRINCES ST	ALMA ST	Fitzroy	Local Road		Yarra City Council
ROCHESTER ST	CHAPEL ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
ROSE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
ROYAL LANE	GERTRUDE ST	PALMER ST	Fitzroy	Local Road		Yarra City Council
SANDEMANN PL	CHARLES ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
SMITH ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road	Right	Yarra City Council
SPRING ST	ROSE ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
ST DAVID ST	BRUNSWICK ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
VICTORIA PDE	NICHOLSON ST	HODDLE ST	Fitzroy	Arterial Road	Left	Vic Roads
VICTORIA ST	NICHOLSON ST	YOUNG ST	Fitzroy	Local Road		Yarra City Council
WEBB ST	NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
WESTGARTH ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
WOOD ST	MOOR ST	CONDELL ST	Fitzroy	Local Road		Yarra City Council
YOUNG ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
ALEXANDRA PDE	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Arterial Road		Vic Roads
ALFRED CR	ST GEORGES RD	JAMIESON ST	Fitzroy North	Local Road		Yarra City Council
ALFRED ST	RAE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
ANNAND ST	SALISBURY CRES	RAE ST	Fitzroy North	Local Road		Yarra City Council
APPERLY ST	SCOTCHMER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
APPERLY ST	SCOTCHMER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BARKLY ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
BARKLY ST	ST GEORGES RD	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BATMAN ST	ALFRED ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BENNETT ST	HOLDEN ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BEST ST	PARK ST	ALFRED CR	Fitzroy North	Local Road		Yarra City Council
BIRKENHEAD ST	PARK ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BRENNAND ST	McKEAN ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
BROOKES CRES	NICHOLSON ST	WATKINS ST	Fitzroy North	Local Road		Yarra City Council
BRUNSWICK ST	HOLDEN ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
BRUNSWICK ST	ST GEORGES RD	ALEXANDRA PDE	Fitzroy North	Arterial Road		Vic Roads
BUNDARA ST	BARKLY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BUNDARA ST	BARKLY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BYRNE ST	HOLDEN ST	RAILWAY PL	Fitzroy North	Local Road		Yarra City Council
CHURCH ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Local Road		Yarra City Council
CLAUSCEN ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
COLEMAN ST	NAPIER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
COLEMAN ST	NAPIER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
CURTAIN PL	YORK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
DEAN ST	HOLDEN ST	BARKLY ST	Fitzroy North	Local Road		Yarra City Council
DELBRIDGE ST	FALCONER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
DUMMETT CRESCENT	QUEENS PDE	HEIDELBERG RD	Fitzroy North	Local Road		Yarra City Council
EASTHAM ST	TAIT ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
EGREMONT ST	SCOTCHMER ST	TRANMERE ST	Fitzroy North	Local Road		Yarra City Council
FALCONER ST	ALFRED CR	END OF STREET	Fitzroy North	Local Road		Yarra City Council
FERGIE ST	ALFRED CR	PARK ST	Fitzroy North	Local Road		Yarra City Council
FREEMAN ST	NICHOLSON ST	NAPIER ST	Fitzroy North	Local Road		Yarra City Council
GRACE LANE	BRUNSWICK PL	END OF STREET	Fitzroy North	Local Road		Yarra City Council
GRANT ST	QUEENS PDE	ALFRED CR	Fitzroy North	Local Road		Yarra City Council
HEIDELBERG RD	QUEENS PDE	HODDLE ST	Fitzroy North	Arterial Road		Vic Roads
HODDLE ST	OVERPASS	QUEENS PDE	Fitzroy North	Arterial Road		Vic Roads
HOLDEN ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
HOLDEN ST	ST GEORGES RD	END OF STREET	Fitzroy North	Local Road		Yarra City Council
HOPE ST	RAE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
HOWE ST	MICHAEL ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
IDA ST	MILLER ST	BOUNDARY	Fitzroy North	Local Road		Yarra City Council
IVAN ST	PARK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
JAMIESON ST	ALFRED CR	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
KING ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
KNEEN ST	FALCONER ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
LAURA ST	LAURA PL	YORK ST	Fitzroy North	Local Road		Yarra City Council
LIVERPOOL ST	NICHOLSON ST	RAE ST	Fitzroy North	Local Road		Yarra City Council
MARK ST	TAIT ST	FALCONER ST	Fitzroy North	Local Road		Yarra City Council
MAY ST	KING ST	IDA ST	Fitzroy North	Local Road		Yarra City Council
McKEAN ST	JAMIESON ST	BRENNAND ST	Fitzroy North	Local Road		Yarra City Council
MELVILLE ST	BARKLY ST	CLAUSCEN ST	Fitzroy North	Local Road		Yarra City Council
MICHAEL ST	SCOTCHMER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
MILLER ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
MOSS ST	PARK ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
NAPIER ST	FREEMAN ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
NEWRY ST	NICHOLSON ST	NAPIER ST	Fitzroy North	Local Road		Yarra City Council
NICHOLSON ST	BOUNDRY	ALEXANDRA PDE	Fitzroy North	Arterial Road		Vic Roads
PARK PDE	MICHAEL ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PARK PL	DELBRIDGE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PARK ST	NICHOLSON ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PERCY ST	ST GEORGES RD	RAE ST	Fitzroy North	Local Road		Yarra City Council
PILKINGTON ST	HOLDEN ST	BARKLY ST	Fitzroy North	Local Road		Yarra City Council
PORTER ST	RAILWAY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
QUEEN ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
QUEENS PDE	ALEXANDRA PDE	BRENNAND ST	Fitzroy North	Arterial Road		Vic Roads
RAE ST	MILLER ST	ALEXANDRA PDE	Fitzroy North	Local Road		Yarra City Council
RAILWAY LA	PARK ST	LIVERPOOL ST	Fitzroy North	Local Road		Yarra City Council
RAILWAY PL	BYRNE ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
RAILWAY ST	BRUNSWICK ST	BYRNE ST	Fitzroy North	Local Road		Yarra City Council
REID ST	NICHOLSON ST	ALFRED ST	Fitzroy North	Local Road		Yarra City Council
ROWE ST	ALFRED ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
RUSHALL CRES	FALCONER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
SALISBURY CRES	NICHOLSON ST	ANNAND ST	Fitzroy North	Local Road		Yarra City Council
SCOTCHMER ST	NICHOLSON ST	FALCONER ST	Fitzroy North	Local Road		Yarra City Council
SEACOMBE ST	REID ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
ST GEORGES RD	BOUNDRY	BRUNSWICK ST	Fitzroy North	Arterial Road		Vic Roads
ST GEORGES RD	BRUNSWICK ST	NICHOLSON ST	Fitzroy North	Local Road		Yarra City Council
TAIT ST	MARK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
TAPLIN ST	ST GEORGES RD	PARK ST	Fitzroy North	Local Road		Yarra City Council
TAYLOR ST	BOUNDRY	CLAUSCEN ST	Fitzroy North	Local Road		Yarra City Council
TEMPANY ST	NICHOLSON ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
TRANMERE ST	BRUNSWICK ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
WATKINS ST	BROOKES CRES	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
WHITE ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
WOODHEAD ST	FALCONER ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
WOODSIDE ST	MICHAEL ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
YORK PL	YORK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
YORK ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Local Road		Yarra City Council
ARNOLD ST	SOLLY AVE	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
BOWEN CR	GARTON ST	PARK ST	Princes Hill	Local Road		Yarra City Council
CASSAR PL	McILWRAITH ST	END OF STREET	Princes Hill	Local Road		Yarra City Council
GARTON ST	PARK ST	GALLAGHER RESERVE	Princes Hill	Local Road		Yarra City Council
GARTON ST	HOLTON ST WEST	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
HOLTON ST EAST	McILWRAITH ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
HOLTON ST WEST	BOWEN CR	ARNOLD ST	Princes Hill	Local Road		Yarra City Council
LANG ST	BOWEN CR	PARK ST	Princes Hill	Local Road		Yarra City Council
LYGON ST	PARK ST	MACPHERSON ST	Princes Hill	Local Road	Right	Yarra City Council
MACPHERSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
McILWRAITH ST	PARK ST	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
PARK ST	BOWEN CR	LYGON ST	Princes Hill	Local Road		Yarra City Council
PATERSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
PIGDON ST	BOWEN CR	LYGON ST	Princes Hill	Local Road	Left	Yarra City Council
RICHARDSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
SOLLY AVE	ARNOLD ST	WILSON ST	Princes Hill	Local Road		Yarra City Council
WILSON ST	PARK ST	PIGDON ST	Princes Hill	Local Road		Yarra City Council
ABINGER ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
ALBERT ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
ALBYN ST	EUCALYPTUS ST	END OF STREET	Richmond	Local Road		Yarra City Council
ALFRED ST	ROWENA PDE	RICHMOND TCE	Richmond	Local Road		Yarra City Council
ALLOWAH TCE	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
AMSTERDAM ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
ANDERSON COURT	LENNOX ST	WILLIAMS COURT	Richmond	Private Road		
APPLETON ST	BURNLEY ST	CLARKE ST	Richmond	Local Road		Yarra City Council
BAKER ST	JOHNSON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
BANK ST	HIGHETT ST	HULL ST	Richmond	Local Road		Yarra City Council
BARKLY AVE	BRIGHTON ST	ROONEY ST	Richmond	Local Road		Yarra City Council
BARNET WAY	DEAKIN LA	KHARTOUM ST	Richmond	Local Road		Yarra City Council (added 5/3/2015)
BEISSEL ST	LORD ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
BELGIUM AVE	HIGHETT ST	VERE ST	Richmond	Local Road		Yarra City Council
BELL ST	SWAN ST	BENSON ST	Richmond	Local Road		Yarra City Council
BENNETT ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
BENSON ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
BERRY ST	CHURCH ST	WALTHAM ST	Richmond	Local Road		Yarra City Council
BIRCH SQUARE	MURPHY ST	MURPHY ST	Richmond	Local Road		Yarra City Council
BLAZEY ST	BURNLEY ST	VAUGHAN ST	Richmond	Local Road		Yarra City Council
BLAZEY ST	VAUGHAN ST	RIVER ST	Richmond	Local Road		Yarra City Council
BOSISTO ST	BRIDGE RD	HIGHETT ST	Richmond	Local Road		Yarra City Council
BOTHERAMBO ST	SWAN ST	MONTGOMERY ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
BOWEN ST	LENNOX ST	END OF STREET	Richmond	Local Road		Yarra City Council
BOYD ST	BURNLEY ST	LORD ST	Richmond	Local Road		Yarra City Council
BRADY ST	LORD ST	COPPIN ST	Richmond	Local Road		Yarra City Council
BRIDGE RD	PUNT RD	CHURCH ST	Richmond	Arterial Road		Vicroads
BRIDGE RD	CHURCH ST	BURNLEY ST	Richmond	Arterial Road		Vicroads
BRIDGE RD	BURNLEY ST	HAWTHORN BRIDGE	Richmond	Arterial Road	Left	Vicroads
BRIDGE RD	PUNT RD	CHURCH ST	Richmond	Arterial Road	Right	Vicroads
BRIDGE RD	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Right	Vicroads
BRIGHTON ST	SE FWY	LESNEY ST	Richmond	Local Road		Yarra City Council
BRIGHTON ST	LITTLE LESNEY ST	SWAN ST	Richmond	Local Road		Yarra City Council
BROMHAM PLACE	HIGHETT ST	RISLEY ST	Richmond	Local Road		Yarra City Council
BROUGHAM ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
BUCKINGHAM ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
BURGESS ST	MARY ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
BURNLEY ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road	Right	Vicroads
BURNLEY ST	VICTORIA ST	BRIDGE RD	Richmond	Arterial Road		Vicroads
BURNLEY ST	BRIDGE RD	SWAN ST	Richmond	Arterial Road	Right	Vicroads
BUTLER ST	JONAS ST	LENNOX ST	Richmond	Local Road		Yarra City Council
CAMERON ST	CHURCH ST	LENNOX ST	Richmond	Local Road		Yarra City Council
CANTERBURY ST	BEISSEL ST	END OF STREET	Richmond	Local Road		Yarra City Council
CARROLL ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
CHARLES ST	SWAN ST	GEORGE ST	Richmond	Local Road		Yarra City Council
CHARLOTTE ST	CHARLES ST	CHURCH ST	Richmond	Local Road		Yarra City Council
CHRISTINE CRESCENT	ELAINE CRT	END OF STREET	Richmond	Local Road		Yarra City Council
CHURCH ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road		Vicroads
CHURCH ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road	Right	Vicroads
CHURCH ST	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Left	Vicroads
CHURCH ST	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Right	Vicroads
CHURCH ST	SE FWY	SWAN ST	Richmond	Arterial Road	Right	Vicroads
CLARKE ST	NORTH ST	END OF STREET	Richmond	Local Road		Yarra City Council
CLIFTON ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
COLE ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
COOKE CRT	CHURCH ST	LEWIS CRT	Richmond	Local Road		Yarra City Council
COPPIN ST	HIGHETT ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
COPPIN ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
COPPIN ST	SWAN ST	BARKLY AVE	Richmond	Local Road		Yarra City Council
CORNS PL	LENNOX ST	LEIGH PL	Richmond	Local Road		Yarra City Council
CORSAIR ST	LORD ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
COTTER ST	MARY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
CROWN ST	BURNLEY ST	RIVER ST	Richmond	Local Road		Yarra City Council
DALE ST	HARGREAVES ST	CHURCH ST	Richmond	Private Road		
DANDO ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
DARLINGTON PDE	WALTHAM ST	CHURCH ST	Richmond	Local Road		Yarra City Council
DAVID ST	APPLETON ST	END OF STREET	Richmond	Local Road		Yarra City Council
DAVIS ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
DAVISON ST	VICTORIA ST	MURPHY ST	Richmond	Local Road		Yarra City Council
DERBY ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
DICKMANN ST	GIPPS ST	SWAN ST	Richmond	Local Road		Yarra City Council
DOCKER ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
DOONSIDE ST	BURNLEY ST	DAVID ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
DUKE ST	SWAN ST	END OF STREET	Richmond	Local Road		Yarra City Council
DURHAM ST	YORKSHIRE ST	END OF STREET	Richmond	Local Road		Yarra City Council
EDINBURGH ST	SWAN ST	FRASER ST	Richmond	Local Road		Yarra City Council
EGAN PL	HIGHETT ST	EGAN ST	Richmond	Local Road		Yarra City Council
EGAN ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
ELAINE CRT	RIVER BLVD	CHRISTINE CRESCENT	Richmond	Local Road		Yarra City Council
ELIZABETH ST	CHURCH ST	HODDLE ST	Richmond	Local Road		Yarra City Council
ELLIS ST	HIGHETT ST	CAMERON ST	Richmond	Local Road		Yarra City Council
ELM GROVE	CHURCH ST	CHARLES ST	Richmond	Local Road		Yarra City Council
ERIN ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
EUCALYPTUS ST	BRIDGE RD	BERRY ST	Richmond	Local Road		Yarra City Council
EUREKA ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
FEAR ST	ALFRED ST	MILLER ST	Richmond	Local Road		Yarra City Council
FIREBELL LANE	WAVERLEY ST	END OF STREET	Richmond	Local Road		Yarra City Council
FORDHAM CRT	GOODWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
FRANCIS ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
FRASER ST	BRIDGE RD	EDINBURGH ST	Richmond	Local Road		Yarra City Council
FREEMAN ST	HODDLE ST	LENNOX ST	Richmond	Local Road		Yarra City Council
GARDNER ST	BRIDGE RD	BENNETT ST	Richmond	Local Road		Yarra City Council
GARFIELD ST	LENNOX ST	REGENT ST	Richmond	Local Road		Yarra City Council
GEORGE ST	CHARLES ST	END OF STREET	Richmond	Local Road		Yarra City Council
GIBBONS ST	CHURCH ST	ALBERT ST	Richmond	Local Road		Yarra City Council
GIPPS ST	CHURCH ST	LENNOX ST	Richmond	Local Road		Yarra City Council
GLASS ST	BEISSEL ST	BOYD ST	Richmond	Local Road		Yarra City Council
GLEADELL ST	BRIDGE RD	HIGHETT ST	Richmond	Local Road		Yarra City Council
GOODWIN ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
GOODWOOD ST	ROTHERWOOD ST	WALTHAM ST	Richmond	Local Road		Yarra City Council
GRATTAN PL	ROWENA PDE	RICHMOND TCE	Richmond	Local Road		Yarra City Council
GRIFFITHS ST	BRIDGE RD	SOMERSET ST	Richmond	Local Road		Yarra City Council
HARVEY ST	SWAN ST	LESNEY ST	Richmond	Local Road		Yarra City Council
HENTY ST	CAMERON ST	END OF STREET	Richmond	Local Road		Yarra City Council
HIGHETT ST	CHURCH ST	FREEMAN ST	Richmond	Local Road		Yarra City Council
HIGHETT ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
HODDLE PL	HODDLE ST	END OF STREET	Richmond	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	BRIDGE RD	Richmond	Arterial Road	Left	Vicroads
HODGSON TCE	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
HOLLICK ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
HOSIE ST	BRIDGE RD	ABINGER ST	Richmond	Local Road		Yarra City Council
HOWARD ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
HULL ST	BANK ST	THOMAS ST	Richmond	Local Road		Yarra City Council
HUNTER ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
JAMES ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
JIKA PL	HODDLE ST	RAILWAY STATION	Richmond	Local Road		Yarra City Council
JOHNSON ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
JONAS ST	ELIZABETH ST	VICTORIA ST	Richmond	Local Road		Yarra City Council
JONES PL	BRIDGE RD	PALMER ST	Richmond	Local Road		Yarra City Council
JUBILEE PL	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
JUDD ST	BRIDGE RD	CAMERON ST	Richmond	Local Road		Yarra City Council
KENNEDY AV	WERTHEIM ST	END OF STREET	Richmond	Local Road		Yarra City Council (added 5/3/2015)
KENNEDY ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
KENNY ST	BANK ST	END OF STREET	Richmond	Local Road		Yarra City Council
KENT ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
KING ST	TANNER ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
KINGSTON PL	EGAN PL	STATION ST	Richmond	Local Road		Yarra City Council
KINGSTON ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LAITY ST	JOHNSON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LAMBERT ST	VICTORIA ST	KENT ST	Richmond	Local Road		Yarra City Council
LEEDS ST	LENNOX ST	EGAN PL	Richmond	Local Road		Yarra City Council
LEGO PL	BOSISTO ST	END OF STREET	Richmond	Local Road		Yarra City Council
LEIGH PL	BRIDGE RD	ERIN ST	Richmond	Local Road		Yarra City Council
LENNOX ST	VICTORIA ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
LENNOX ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
LESLIE ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
LESNEY ST	MARY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LEWIS CRT	ELIZABETH ST	COOKE CRT	Richmond	Private Road		
LINCOLN ST	CHURCH ST	JOHNSON ST	Richmond	Local Road		Yarra City Council
LITTLE ALFRED ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE BUCKINGHAM ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE KENT ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE LESNEY ST	MARY ST	END OF STREET	Richmond	Local Road		Yarra City Council
LORD PLACE	WALL ST	ENTIRE LENGTH	Richmond	Local Road		Yarra City Council
LORD ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
LOUGHNAN ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
LYNDHURST ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
MADDEN GR	MARY ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MALLESON ST	MARY ST	LYNDHURST ST	Richmond	Local Road		Yarra City Council
MARGARET ST	STEWART ST	TANNER ST	Richmond	Local Road		Yarra City Council
MARY ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
MARY ST	SWAN ST	END OF STREET	Richmond	Local Road		Yarra City Council
McGOUN ST	THOMAS ST	END OF STREET	Richmond	Local Road		Yarra City Council
McGRATH CRT	PARKER ST	END OF STREET	Richmond	Local Road		Yarra City Council
McKAY ST	VICTORIA ST	BAKER ST	Richmond	Local Road		Yarra City Council
McKENZIE ST	KENT ST	SOMERSET ST	Richmond	Local Road		Yarra City Council
McNAMARA ST	CHARLES ST	MARY ST	Richmond	Local Road		Yarra City Council
MILES ST	ROTHERWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
MILLER ST	RICHMOND TCE	ROWENA PDE	Richmond	Local Road		Yarra City Council
MONTGOMERY ST	LENNOX ST	END OF STREET	Richmond	Local Road		Yarra City Council
MOORHOUSE ST	BRIDGE RD	ERIN ST	Richmond	Local Road		Yarra City Council
MUIR ST	ERIN ST	HIGHETT ST	Richmond	Local Road		Yarra City Council
MULBERRY ST	UNION ST	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
MURPHY ST	COPPIN ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MURPHY ST	RIVER ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MURRAY ST	COPPIN ST	LORD ST	Richmond	Local Road		Yarra City Council
NAPIER LANE	PUNT RD	SHERWOOD ST	Richmond	Local Road		Yarra City Council
NEPTUNE ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
NEW ST	EGAN ST	YORK ST	Richmond	Local Road		Yarra City Council
NEWLANDS ST	KENT ST	HIGHETT ST	Richmond	Local Road		Yarra City Council
NEWRY ST	BURNLEY ST	LORD ST	Richmond	Local Road		Yarra City Council
NORMANBY PL	ERIN ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
NORTH ST	BURNLEY ST	RIVER ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
NORTHCOTE ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
PALMER PDE	BALMAIN ST	END OF STREET	Richmond	Private Road		
PALMER ST	BURNLEY ST	GRIFFITHS ST	Richmond	Local Road		Yarra City Council
PALMER ST	RIVER ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
PARKER ST	CHARLES ST	McGRATH CRT	Richmond	Local Road		Yarra City Council
PEERS ST	LENNOX ST	NEW ST	Richmond	Local Road		Yarra City Council
PELUSO ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
PORTLAND ST	ROWENA PDE	FIREBELL LANE	Richmond	Local Road		Yarra City Council
PRINCE PATRICK ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
PRINCESS ST	BROUGHAM ST	END OF STREET	Richmond	Local Road		Yarra City Council
PRINCESS ST	ABINGER ST	END OF STREET	Richmond	Local Road		Yarra City Council
PUNT RD	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Right	Vicroads
REGENT ST	VICTORIA ST	YORK ST	Richmond	Local Road		Yarra City Council
RICHMOND TCE	PUNT RD	DOCKER ST	Richmond	Local Road		Yarra City Council
RISLEY ST	CHURCH ST	BROMHAM PLACE	Richmond	Local Road		Yarra City Council
RIVER BLVD	VICTORIA ST	END OF STREET	Richmond	Local Road		Yarra City Council
RIVER ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
ROGERS ST	RICHMOND TCE	ROWENA PDE	Richmond	Local Road		Yarra City Council
ROONEY ST	BARKLY AVE	MADDEN GR	Richmond	Local Road		Yarra City Council
ROONYS LANE	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
ROSE ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
ROSE ST	ROONEY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
ROSE ST	ROONEY ST	END OF STREET	Richmond	Local Road		Yarra City Council
ROTHERWOOD ST	BRIDGE RD	ROWENA PDE	Richmond	Local Road		Yarra City Council
ROWENA PDE	PUNT RD	THE VAUCLUSE	Richmond	Local Road		Yarra City Council
RULE ST	BROUGHAM ST	CHURCH ST	Richmond	Local Road		Yarra City Council
SALISBURY ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
SANDERS PL	CHURCH ST	ALBERT ST	Richmond	Local Road		Yarra City Council
SHAMROCK ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
SHAW ST	BROUGHAM ST	LYNDHURST ST	Richmond	Local Road		Yarra City Council
SHEEDY ST	COPPIN ST	MARY ST	Richmond	Local Road		Yarra City Council
SHELLEY ST	VICTORIA ST	SMITH ST	Richmond	Local Road		Yarra City Council
SHERWOOD ST	PUNT RD	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
SMITH ST	SHELLEY ST	LENNOX ST	Richmond	Local Road		Yarra City Council
SOMERSET ST	CHURCH ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
STANLEY ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
STATION ST	EGAN ST	KINGSTON PL	Richmond	Local Road		Yarra City Council
STEWART PL	STEWART ST	TANNER ST	Richmond	Local Road		Yarra City Council
STEWART ST	PUNT RD	SWAN ST	Richmond	Local Road		Yarra City Council
STOKE PL	EGAN ST	YORK ST	Richmond	Local Road		Yarra City Council
STRAFFORD ST	END OF STREET	CORSAIR ST	Richmond	Local Road		Yarra City Council
STRAFFORD ST	CORSAIR ST	NORTH END	Richmond	Local Road		Yarra City Council
STRODE ST	SHERWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
SUTTON GR	TYSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
SWAN ST	PUNT RD	CHURCH ST	Richmond	Arterial Road	Left	Vicroads
SWAN ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Left	Vicroads
SWAN ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Right	Vicroads
TANNER ST	PUNT RD	LENNOX ST	Richmond	Local Road		Yarra City Council
TENNYSON ST	STEWART ST	END OF STREET	Richmond	Local Road		Yarra City Council
THE CROFTS	HODDLE ST	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
THE VAUCLUSE	CHURCH ST	ROWENA PDE	Richmond	Local Road		Yarra City Council
THERESA ST	COPPIN ST	END OF STREET	Richmond	Local Road		Yarra City Council
THOMAS ST	HIGHETT ST	HULL ST	Richmond	Local Road		Yarra City Council
TONKINS LANE	ROWENA PDE	END OF STREET	Richmond	Local Road		Yarra City Council
TULLO PL	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
TWEEDIE PL	CHURCH ST	BROUGHAM ST	Richmond	Local Road		Yarra City Council
TYSON ST	TANNER ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
UNION ST	GOODWOOD ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
VAUGHAN ST	MURPHY ST	NORTH ST	Richmond	Local Road		Yarra City Council
VERE ST	BELGIUM AVE	END OF STREET	Richmond	Local Road		Yarra City Council
VERITY ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
VICTORIA PLACE	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
VICTORIA ST	HODDLE ST	CHURCH ST	Richmond	Arterial Road		Vicroads
VICTORIA ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road	Right	Vicroads
VICTORIA ST	BURNLEY ST	YARRA RIVER	Richmond	Arterial Road	Right	Vicroads
WALL ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
WALL ST	COPPIN ST	LORD ST	Richmond	Local Road		Yarra City Council
WALTHAM PL	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
WALTHAM ST	DARLINGTON PDE	BRIDGE RD	Richmond	Local Road		Yarra City Council
WANGARATTA ST	STEWART ST	MONTGOMERY ST	Richmond	Local Road		Yarra City Council
WATERLOO PL	BRIDGE RD	CHURCH ST	Richmond	Local Road		Yarra City Council
WAVERLEY ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
WELLS ST	BAKER ST	END OF STREET	Richmond	Local Road		Yarra City Council
WHITES PL	BRIDGE RD	PALMER ST	Richmond	Local Road		Yarra City Council
WILLIAMS COURT	ANDERSON COURT	LENNOX ST	Richmond	Private Road		
WILLIS ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
WILLOW LA	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
WILTSHIRE ST	BRIGHTON ST	END OF STREET	Richmond	Local Road		Yarra City Council
WOODLAWN ST	RICHMOND TCE	TANNER ST	Richmond	Local Road		Yarra City Council
WUSTGMANN ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
YARRA ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
YORK ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
YORKSHIRE ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way **Register of Public Roads**

Lane Number	Lane Name	Suburb	From	To	Comments
1.2		CLIFTON HILL	Lane 1.1	END OF LANE	
2.1		CLIFTON HILL	HODGKINSON ST	Lane 2.2	
2.2		CLIFTON HILL	Lane 2.1	END OF LANE	
3		CLIFTON HILL	HODGKINSON ST	END OF LANE	
4		CLIFTON HILL	HODGKINSON ST	END OF LANE	
5		CLIFTON HILL	HODGKINSON ST	END OF LANE	
6.1		CLIFTON HILL	HODGKINSON ST	Lane 6.2	
6.2		CLIFTON HILL	Lane 6.1	END OF LANE	
7		CLIFTON HILL	HODGKINSON ST	END OF LANE	
8		CLIFTON HILL	HODGKINSON ST	END OF LANE	
9		CLIFTON HILL	HODGKINSON ST	END OF LANE	
10		CLIFTON HILL	HODGKINSON ST	END OF LANE	
11		CLIFTON HILL	HODGKINSON ST	END OF LANE	
12		CLIFTON HILL	HODGKINSON ST	END OF LANE	
13		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
13.1		CLIFTON HILL	HODGKINSON ST	END OF LANE	
13.2		CLIFTON HILL	HODGKINSON ST	END OF LANE	
14		CLIFTON HILL	HODGKINSON ST	END OF LANE	
15.1		CLIFTON HILL	HODGKINSON ST	Lane 15.2	
15.2		CLIFTON HILL	Lane 15.1	END OF LANE	
16		CLIFTON HILL	GOLD ST	END OF LANE	
17.1		CLIFTON HILL	GOLD ST	Lane 17.2	
17.2		CLIFTON HILL	Lane 17.1	Lane 17.3	
17.3		CLIFTON HILL	Lane 17.2	END OF LANE	
17.4		CLIFTON HILL	GRAY ST	Lane 17.2	
18.1		CLIFTON HILL	GOLD ST	Lane 18.2	
18.2		CLIFTON HILL	Lane 18.1	END OF LANE	
19.1		CLIFTON HILL	GOLD ST	Lane 19.2	
19.2		CLIFTON HILL	Lane 19.1	END OF LANE	
20.1		CLIFTON HILL	GOLD ST	Lane 20.2	
20.2		CLIFTON HILL	Lane 20.1	END OF LANE	
21.1		CLIFTON HILL	GOLD ST	Lane 21.2	
21.2		CLIFTON HILL	Lane 21.1	END OF LANE	
22		CLIFTON HILL	GOLD ST	END OF LANE	
23.1		CLIFTON HILL	GOLD ST	END OF LANE	
24.1		CLIFTON HILL	LANG ST	Lane 24.2	
24.2		CLIFTON HILL	Lane 24.1	END OF LANE	
24.3		CLIFTON HILL	ANDERSON ST	END OF LANE	
25.1		CLIFTON HILL	LANG ST	Lane 25.2	
25.2		CLIFTON HILL	Lane 25.2	END OF LANE	
25.3		CLIFTON HILL	NOONE ST	Lane 25.2	
26.1		CLIFTON HILL	PECKVILLE ST	Lane 26.2	
26.2		CLIFTON HILL	Lane 26.1	Lane 26.3	
26.3		CLIFTON HILL	NOONE ST	Lane 26.2	
27		CLIFTON HILL	PECKVILLE ST	END OF LANE	
28.1		CLIFTON HILL	NOONE ST	Lane 28.2	
28.2		CLIFTON HILL	Lane 28.1	END OF LANE	
29.1		CLIFTON HILL	NOONE ST	Lane 29.2	
29.2		CLIFTON HILL	Lane 29.1	END OF LANE	
29.3		CLIFTON HILL	Lane 29.1	END OF LANE	
30		CLIFTON HILL	NOONE ST	ALEXANDRA PDE	
31		CLIFTON HILL	NOONE ST	END OF LANE	
32		CLIFTON HILL	PAGE ST	END OF LANE	
33		CLIFTON HILL	PAGE ST	END OF LANE	
34		CLIFTON HILL	HODGKINSON ST	Lane 1.2	
34.1		CLIFTON HILL	NORTH TCE	Lane 34.2	
34.2		CLIFTON HILL	Lane 34.1	Lane 34.3	
34.3		CLIFTON HILL	Lane 34.2	NOONE ST	
35.1		CLIFTON HILL	HILTON ST	Lane 35.2	
35.2		CLIFTON HILL	Lane 35.1	END OF LANE	
36.1		CLIFTON HILL	HILTON ST	Lane 36.2	
36.2		CLIFTON HILL	Lane 36.1	Lane 36.2	
36.3		CLIFTON HILL	Lane 36.2	Lane 36.4	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
36.4		CLIFTON HILL	Lane 36.3	HILTON ST	
36.5		CLIFTON HILL	Lane 36.1	Lane 36.3	
37		CLIFTON HILL	HILTON ST	END OF LANE	
38.1		CLIFTON HILL	HILTON ST	Lane 38.2	
38.2		CLIFTON HILL	Lane 38.1	END OF LANE	
39.1		CLIFTON HILL	KENT ST	Lane 39.2	
39.2		CLIFTON HILL	Lane 39.1	END OF LANE	
40		CLIFTON HILL	KENT ST	END OF LANE	
41		CLIFTON HILL	KENT ST	END OF LANE	
42		CLIFTON HILL	HILTON ST	END OF LANE	
43		CLIFTON HILL	HILTON ST	END OF LANE	
44		CLIFTON HILL	HILTON ST	END OF LANE	
45		CLIFTON HILL	HILTON ST	END OF LANE	
46.1		CLIFTON HILL	COUNCIL ST	Lane 46.2	
46.2		CLIFTON HILL	Lane 46.1	END OF LANE	
47.1		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
47.2		CLIFTON HILL	Lane 47.1	REEVES ST	
47.3		CLIFTON HILL	Lane 47.1	REEVES ST	
48.1		CLIFTON HILL	COUNCIL ST	Lane 48.2	
48.2		CLIFTON HILL	Lane 48.1	END OF LANE	
48.3		CLIFTON HILL	Lane 48.1	END OF LANE	
49.1		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
49.2		CLIFTON HILL	Lane 49.1	REEVES ST	
49.3		CLIFTON HILL	Lane 49.1	REEVES ST	
49.4		CLIFTON HILL	Lane 49.1	Lane 49.5	
49.5		CLIFTON HILL	Lane 49.4	END OF LANE	
50.1		CLIFTON HILL	COUNCIL ST	Lane 50.3	
50.2		CLIFTON HILL	Lane 50.1	END OF LANE	
50.3		CLIFTON HILL	Lane 50.1	END OF LANE	
51		CLIFTON HILL	COUNCIL ST	END OF LANE	
52		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
53.1		CLIFTON HILL	ALEXANDRA PDE	Lane 53.2	
53.2		CLIFTON HILL	Lane 53.1	END OF LANE	
54		CLIFTON HILL	ALEXANDRA PDE	END OF LANE	
55.1		CLIFTON HILL	O'GRADY ST	Lane 55.2	
55.2		CLIFTON HILL	Lane 55.1	DWYER ST	
55.3		CLIFTON HILL	Lane 55.1	Lane 55.4	
55.4		CLIFTON HILL	Lane 55.3	Lane 55.5	
55.5		CLIFTON HILL	Lane 55.4	THE ESPLANADE	
55.6		CLIFTON HILL	Lane 55.5	SPENSLEY ST	
56.1		CLIFTON HILL	O'GRADY ST	Lane 56.2	
56.2		CLIFTON HILL	Lane 56.1	DWYER ST	
57.1		CLIFTON HILL	DWYER ST	Lane 57.2	
57.2		CLIFTON HILL	Lane 57.1	Lane 57.3	
57.3		CLIFTON HILL	Lane 57.2	END OF LANE	
58		CLIFTON HILL	SPENSLEY ST	O'GRADY ST	
59		CLIFTON HILL	O'GRADY ST	END OF LANE	
60.1		CLIFTON HILL	O'GRADY ST	Lane 60.2	
60.2		CLIFTON HILL	Lane 60.1	Lane 60.3	
60.3		CLIFTON HILL	Lane 60.2	END OF LANE	
61.1		CLIFTON HILL	O'GRADY ST	Lane 61.2	
61.2		CLIFTON HILL	Lane 61.1	END OF LANE	
62		CLIFTON HILL	O'GRADY ST	END OF LANE	
63		CLIFTON HILL	O'GRADY ST	END OF LANE	
64		CLIFTON HILL	SPENSLEY ST	O'GRADY ST	
65		CLIFTON HILL	O'GRADY ST	GEORGE ST	
66.1		CLIFTON HILL	CLIFTON ST	Lane 66.2	
66.2		CLIFTON HILL	Lane 66.1	EDMUND ST	
67.1		CLIFTON HILL	CLIFTON ST	Lane 67.2	
67.2		CLIFTON HILL	Lane 67.1	Lane 67.3	
67.3		CLIFTON HILL	Lane 67.2	END OF LANE	
68		CLIFTON HILL	EDMUND ST	CLIFTON ST	
69.1		CLIFTON HILL	CLIFTON ST	THE ESPLANADE	
69.2		CLIFTON HILL	Lane 69.1	Lane 69.3	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
69.3		CLIFTON HILL	Lane 69.2	CLIFTON ST	
70.1		CLIFTON HILL	EDMUND ST	Lane 70.2	
70.2		CLIFTON HILL	WALKER ST	Lane 70.4	
70.3		CLIFTON HILL	EDMUND ST	Lane 70.2	
70.4		CLIFTON HILL	Lane 70.2	Lane 70.5	
70.5		CLIFTON HILL	Lane 70.4	DWYER ST	
71		CLIFTON HILL	DWYER ST	EDMUND ST	
72.1		CLIFTON HILL	DWYER ST	Lane 72.2	
72.2		CLIFTON HILL	Lane 72.1	Lane 72.4	
72.3	Little Walker Lane	CLIFTON HILL	Lane 72.4	WALKER ST	
72.4	Little Walker Lane	CLIFTON HILL	Lane 72.3	Lane 72.5	
72.5	Little Walker lane	CLIFTON HILL	Lane 72.4	WALKER ST	
72.6		CLIFTON HILL	Lane 72.5	WALKER ST	
73.1		CLIFTON HILL	DWYER ST	FENWICK ST	
73.2		CLIFTON HILL	Lane 73.1	WRIGHT ST	
73.3		CLIFTON HILL	Lane 73.1	WRIGHT ST	
74.1		CLIFTON HILL	YAMBLA ST	WRIGHT ST	
74.2		CLIFTON HILL	Lane 74.1	CAROLINE ST	
74.3		CLIFTON HILL	Lane 74.2	HALL ST	
74.4		CLIFTON HILL	WRIGHT ST	Lane 74.1	
75		CLIFTON HILL	YAMBLA ST	END OF LANE	
76.1		CLIFTON HILL	YAMBLA ST	FENWICK ST	
76.2		CLIFTON HILL	Lane 76.1	CAROLINE ST	
77.1		CLIFTON HILL	CAROLINE ST	Lane 77.2	
77.2		CLIFTON HILL	Lane 77.1	Lane 77.3	
77.3		CLIFTON HILL	Lane 77.2	CAROLINE ST	
78		CLIFTON HILL	CAROLINE ST	ABBOTT GVE	
79.1		CLIFTON HILL	ABBOTT GVE	Lane 79.2	
79.2		CLIFTON HILL	Lane 79.1	CAROLINE ST	
79.3		CLIFTON HILL	Lane 79.1	Lane 79.4	
79.4		CLIFTON HILL	Lane 79.3	BERRY ST	
80		CLIFTON HILL	ABBOTT GVE	END OF LANE	
81.1		CLIFTON HILL	ABBOTT GVE	Lane 81.2	
81.2		CLIFTON HILL	Lane 81.1	Lane 81.3	
81.3		CLIFTON HILL	Lane 81.2	Lane 81.5	
81.4	Marshall Pl	CLIFTON HILL	Lane 81.5	ABBOTT GVE	
81.5	Marshall Pl	CLIFTON HILL	Lane 81.3	END OF LANE	
81.6	Marshall Pl	CLIFTON HILL	SPENSLEY ST	END OF LANE	
82.1		CLIFTON HILL	FENWICK ST	Lane 82.2	
82.2		CLIFTON HILL	Lane 82.1	END OF LANE	
83		CLIFTON HILL	BERRY ST	LILLY ST	
84		CLIFTON HILL	LILLY ST	GRANT ST	
85		CLIFTON HILL	LILLY ST	BERRY ST	
86		CLIFTON HILL	LILLY ST	GRANT ST	
87		CLIFTON HILL	GRANT ST	JOHN ST	
88		CLIFTON HILL	GRANT ST	JOHN ST	
89		CLIFTON HILL	JOHN ST	END OF LANE	
90		CLIFTON HILL	GRANT ST	END OF LANE	
91.1		CLIFTON HILL	BERRY ST	GRANT ST	
91.2		CLIFTON HILL	Lane 91.1	END OF LANE	
92.1		CLIFTON HILL	GRANT ST	END OF LANE	
92.2		CLIFTON HILL	Lane 92.1	SPENSLEY ST	
93.1		CLIFTON HILL	GRANT ST	JOHN ST	
93.2		CLIFTON HILL	Lane 93.1	END OF LANE	
94		CLIFTON HILL	JOHN ST	END OF LANE	
95.1		CLIFTON HILL	GORDON ST	Lane 95.2	
95.2		CLIFTON HILL	Lane 95.1	Lane 95.4	
95.3		CLIFTON HILL	GORDON ST	Lane 95.2	
95.4		CLIFTON HILL	Lane 95.2	ROSENEATH ST	
96.1		CLIFTON HILL	MYRTLE ST	GORDON ST	
96.2		CLIFTON HILL	Lane 96.1	Lane 96.3	
96.3		CLIFTON HILL	MYRTLE ST	GORDON ST	
97		CLIFTON HILL	MYRTLE ST	CLIFTON AVE	
98		CLIFTON HILL	CLIFTON AVE	END OF LANE	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
99.1		CLIFTON HILL	DALLY ST	Lane 99.2	
99.2		CLIFTON HILL	Lane 99.1	END OF LANE	
100.1		CLIFTON HILL	DALLY ST	HORNE ST	
100.2		CLIFTON HILL	Lane 100.1	AITKEN ST	
100.3		CLIFTON HILL	Lane 100.2	Lane 100.4	
100.4		CLIFTON HILL	Lane 100.3	HORNE ST	
101.1		CLIFTON HILL	FORD ST	Lane 101.2	
101.2		CLIFTON HILL	Lane 101.1	END OF LANE	
102.1		CLIFTON HILL	KIEWA ST	Lane 102.2	
102.2		CLIFTON HILL	Lane 102.1	Lane 102.3	
102.3		CLIFTON HILL	CLIFTON AVE	Lane 102.2	
102.4		CLIFTON HILL	Lane 102.2	ROSENEATH ST	
102.5		CLIFTON HILL	Lane 102.1	DALLY ST	
102.6		CLIFTON HILL	Lane 102.1	ROSENEATH ST	
103		CLIFTON HILL	CLIFTON AVE	MYRTLE ST	
104		CLIFTON HILL	ABBOTT GVE	END OF LANE	
105.1		CLIFTON HILL	YAMBLA ST	Lane 105.2	
105.2		CLIFTON HILL	Lane 105.1	Lane 105.3	
105.3		CLIFTON HILL	Lane 105.2	END OF LANE	
105.4		CLIFTON HILL	KIEWA ST	Lane 105.1	
105.5		CLIFTON HILL	Lane 105.4	END OF LANE	
106.1		CLIFTON HILL	KIEWA ST	Lane 106.2	
106.2		CLIFTON HILL	Lane 106.3	KIEWA ST	
106.3		CLIFTON HILL	YAMBLA ST	Lane 106.2	
107.1		CLIFTON HILL	YAMBLA ST	Lane 107.2	
107.2		CLIFTON HILL	Lane 107.1	Lane 107.3	
107.3	Clifford Place	CLIFTON HILL	Lane 107.2	Lane 107.4	
107.4		CLIFTON HILL	Lane 107.3	YAMBLA ST	
107.5	Clifford place	CLIFTON HILL	Lane 107.4	RAMSDEN ST	
108		CLIFTON HILL	DALLY ST	END OF LANE	
109		CLIFTON HILL	DALLY ST	FORD ST	
110.1		CLIFTON HILL	ROSENEATH ST	NOONE ST	
110.2		CLIFTON HILL	Lane 110.1	Lane 110.3	
110.3		CLIFTON HILL	Lane 110.2	END OF LANE	
110.4		CLIFTON HILL	Lane 110.2	PARSLOW ST	
111		CLIFTON HILL	PARSLOW ST	END OF LANE	
112.1		CLIFTON HILL	RUTLAND ST	Lane 112.2	
112.2		CLIFTON HILL	Lane 112.1	NOONE ST	
112.3		CLIFTON HILL	Lane 112.2	END OF LANE	
112.4	Yarrabing Lane	CLIFTON HILL	Lane 112.2	GROOM ST	
113.1		CLIFTON HILL	NOONE ST	PARSLOW ST	
113.2		CLIFTON HILL	Lane 113.1	END OF LANE	
114.1		CLIFTON HILL	NOONE ST	Lane 114.2	
114.2		CLIFTON HILL	Lane 114.1	END OF LANE	
115.1		CLIFTON HILL	NOONE ST	Lane 155.2	
115.3		CLIFTON HILL	Lane 115.1	END OF LANE	
116.1		CLIFTON HILL	NOONE ST	Lane 116.2	
116.2		CLIFTON HILL	Lane 116.1	END OF LANE	
117		CLIFTON HILL	NOONE ST	END OF LANE	
118		CLIFTON HILL	NOONE ST	END OF LANE	
119		CLIFTON HILL	NOONE ST	END OF LANE	
120		CLIFTON HILL	NOONE ST	END OF LANE	
120.3		CLIFTON HILL	Lane 120	ALEXANDRA PDE	
121.1		CLIFTON HILL	GRAY ST	Lane 121.2	
121.2		CLIFTON HILL	Lane 121.1	Lane 121.3	
121.3		CLIFTON HILL	Lane 121.2	END OF LANE	
122.1		COLLINGWOOD	EMMA ST	Lane 122.2	
122.2		COLLINGWOOD	Lane 122.1	Lane 122.3	
122.3		COLLINGWOOD	Lane 122.2	END OF LANE	
122.4		COLLINGWOOD	Lane 122.3	END OF LANE	
122.5		COLLINGWOOD	Lane 122.3	END OF LANE	
122.6		COLLINGWOOD	Lane 122.2	Lane 122.7	
122.7		COLLINGWOOD	Lane 122.6	Lane 122.8	
122.8		COLLINGWOOD	Lane 122.7	EMMA ST	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
123.1		COLLINGWOOD	EMMA ST	BLANCHE ST	
123.2		COLLINGWOOD	Lane 123.1	Lane 123.3	
123.3		COLLINGWOOD	EMMA ST	BLANCHE ST	
124.1		COLLINGWOOD	BLANCHE ST	BUDD ST	
124.2		COLLINGWOOD	Lane 124.1	Lane 124.3	
124.3		COLLINGWOOD	BLANCHE ST	BUDD ST	
124.4		COLLINGWOOD	Lane 124.3	END OF LANE	
125.1		COLLINGWOOD	BUDD ST	WELLINGTON ST	
125.2		COLLINGWOOD	Lane 125.1	MATER ST	
125.3		COLLINGWOOD	BUDD ST	Lane 125.2	
126.1		COLLINGWOOD	CHARLOTTE ST	WELLINGTON ST	
126.2		COLLINGWOOD	Lane 126.1	MATER ST	
126.3		COLLINGWOOD	Lane 126.1	ALEXANDRA PDE	
126.4		COLLINGWOOD	CHARLOTTE ST	Lane 126.2	
127		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
128		COLLINGWOOD	GOLD ST	END OF LANE	
129		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
130		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
131.1		COLLINGWOOD	HOTHAM ST	Lane 131.1	
131.2		COLLINGWOOD	Lane 131.1	END OF LANE	
132.1		COLLINGWOOD	HOTHAM ST	END OF LANE	
132.2		COLLINGWOOD	CHARLOTTE ST	Lane 132.3	
132.3		COLLINGWOOD	Lane 132.2	Lane 132.4	
132.4		COLLINGWOOD	CHARLOTTE ST	Lane 132.3	
132.5		COLLINGWOOD	Lane 132.4	MATER ST	
133.1		COLLINGWOOD	MATER ST	Lane 133.2	
133.2		COLLINGWOOD	Lane 133.1	END OF LANE	
134.1		COLLINGWOOD	BUDD ST	Lane 134.2	
134.2		COLLINGWOOD	Lane 134.1	Lane 134.3	
134.3		COLLINGWOOD	Lane 134.2	END OF LANE	
135		COLLINGWOOD	BUDD ST	BLANCHE ST	
136		COLLINGWOOD	BUDD ST	BLANCHE ST	
137		COLLINGWOOD	BLANCHE ST	EMMA ST	
138		COLLINGWOOD	BLANCHE ST	EMMA ST	
139.1		COLLINGWOOD	EMMA ST	Lane 139.2	
139.2		COLLINGWOOD	Lane 139.1	END OF LANE	
140		COLLINGWOOD	HOTHAM ST	END OF LANE	
141		COLLINGWOOD	HOTHAM ST	END OF LANE	
142.1		COLLINGWOOD	HOTHAM ST	Lane 142.2	
142.2		COLLINGWOOD	Lane 142.1	END OF LANE	
143		COLLINGWOOD	HOTHAM ST	END OF LANE	
144.1		COLLINGWOOD	HOTHAM ST	END OF LANE	
144.2		COLLINGWOOD	Lane 144.1	END OF LANE	
145		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
146.1		COLLINGWOOD	GOLD ST	Lane 146.2	
146.2		COLLINGWOOD	Lane 146.1	END OF LANE	
147		COLLINGWOOD	ALEXANDER ST	END OF LANE	
149.1		COLLINGWOOD	FOREST ST	Lane 149.2	
149.2		COLLINGWOOD	Lane 149.1	END OF LANE	
150		COLLINGWOOD	FOREST ST	END OF LANE	
151.2		ABBOTSFORD	Lane 151	END OF LANE	
152.1		COLLINGWOOD	HODDLE ST	Lane 152.2	
152.2		COLLINGWOOD	Lane 152.1	END OF LANE	
152.3		COLLINGWOOD	Lane 152.1	KEELE ST	
153.1		COLLINGWOOD	HOTHAM ST	Lane 153.2	
153.2		COLLINGWOOD	Lane 153.1	END OF LANE	
154		COLLINGWOOD	HOTHAM ST	END OF LANE	
155.1		COLLINGWOOD	HOTHAM ST	Lane 155.2	
155.2		COLLINGWOOD	Lane 155.1	Lane 155.3	
155.3		COLLINGWOOD	Lane 155.2	END OF LANE	
155.4		COLLINGWOOD	Lane 155.2	END OF LANE	
156.1		COLLINGWOOD	KEELE ST	Lane 156.2	
156.2		COLLINGWOOD	Lane 156.1	END OF LANE	
157		COLLINGWOOD	KEELE ST	END OF LANE	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
158.1		COLLINGWOOD	EMMA ST	Lane 158.2	
158.2		COLLINGWOOD	Lane 158.1	END OF LANE	
159		COLLINGWOOD	KEELE ST	END OF LANE	
160		COLLINGWOOD	KEELE ST	END OF LANE	
161		COLLINGWOOD	KEELE ST	END OF LANE	
162.1		COLLINGWOOD	KEELE ST	Lane 162.2	
162.2		COLLINGWOOD	Lane 162.1	BUDD ST	
163		COLLINGWOOD	BUDD ST	END OF LANE	
164.3		COLLINGWOOD	LITTLE ABBOT ST	END OF LANE	
165.1	ABBOT LT	COLLINGWOOD	HODDLE ST	GOLD ST	
165.2		COLLINGWOOD	LITTLE ABBOT ST	EASEY ST	
166		COLLINGWOOD	EASEY ST	END OF LANE	
167.1		COLLINGWOOD	EASEY ST	SACKVILLE ST	
167.2		COLLINGWOOD	Lane 167.1	END OF LANE	
168		COLLINGWOOD	EASEY ST	SACKVILLE ST	
169.1		COLLINGWOOD	EASEY ST	Lane 169.2	
169.2		COLLINGWOOD	Lane 169.1	END OF LANE	
170.1		COLLINGWOOD	EASEY ST	Lane 170.2	
170.2		COLLINGWOOD	Lane 170.1	END OF LANE	
171.1		COLLINGWOOD	SMITH ST	Lane 171.2	
171.2		COLLINGWOOD	Lane 171.1	Lane 171.3	
171.3		COLLINGWOOD	Lane 171.2	END OF LANE	
172.1		COLLINGWOOD	SACKVILLE ST	Lane 172.2	
172.2		COLLINGWOOD	Lane 172.1	Lane 172.3	
172.3		COLLINGWOOD	Lane 172.2	END OF LANE	
173		COLLINGWOOD	SACKVILLE ST	END OF LANE	
174.1		COLLINGWOOD	SACKVILLE ST	END OF LANE	
174.2		COLLINGWOOD	Lane 174.1	END OF LANE	
175		COLLINGWOOD	SACKVILLE ST	END OF LANE	
176		COLLINGWOOD	SACKVILLE ST	JOHNSTON ST	
177		COLLINGWOOD	BUDD ST	END OF LANE	
178		COLLINGWOOD	BUDD ST	END OF LANE	
179		COLLINGWOOD	BUDD ST	END OF LANE	
180		COLLINGWOOD	WELLINGTON ST	END OF LANE	
181.1		COLLINGWOOD	WELLINGTON ST	END OF LANE	
181.2		COLLINGWOOD	Lane 181.1	JOHNSTON ST	
182		COLLINGWOOD	SACKVILLE ST	Lane 182.2	
182.2		COLLINGWOOD	Lane 182.1	END OF LANE	
183.1		COLLINGWOOD	SACKVILLE ST	Lane 183.2	
183.2		COLLINGWOOD	Lane 183.1	END OF LANE	
184.1		COLLINGWOOD	SACKVILLE ST	Lane 184.2	
184.2		COLLINGWOOD	Lane 184.1	END OF LANE	
185.1		COLLINGWOOD	GOLD ST	Lane 185.2	
185.2		COLLINGWOOD	Lane 185.1	END OF LANE	
186.1		COLLINGWOOD	GOLD ST	Lane 186.2	
186.2		COLLINGWOOD	Lane 186.1	Lane 186.3	
186.3		COLLINGWOOD	Lane 186.2	SACKVILLE ST	
187.1		COLLINGWOOD	SACKVILLE ST	Lane 187.2	
187.2		COLLINGWOOD	Lane 187.1	END OF LANE	
188		COLLINGWOOD	SACKVILLE ST	END OF LANE	
189.1		COLLINGWOOD	SACKVILLE ST	Lane 189.2	
189.2		COLLINGWOOD	Lane 189.1	Lane 189.3	
189.3		COLLINGWOOD	Lane 189.2	END OF LANE	
190		COLLINGWOOD	SACKVILLE ST	END OF LANE	
191		COLLINGWOOD	SACKVILLE ST	END OF LANE	
192		COLLINGWOOD	JOHNSTON ST	END OF LANE	
193		COLLINGWOOD	JOHNSTON ST	END OF LANE	
194		COLLINGWOOD	JOHNSTON ST	END OF LANE	
195.1		COLLINGWOOD	BEDFORD ST	Lane 195.2	
195.2		COLLINGWOOD	Lane 195.1	PERRY ST	
196		COLLINGWOOD	JOHNSTON ST	END OF LANE	
197		COLLINGWOOD	JOHNSTON ST	YORK ST	
198.1	Palmer Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
198.2		COLLINGWOOD	Lane 198.1	END OF LANE	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
199.1	Harmsworth Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
199.2		COLLINGWOOD	Lane 199.1	END OF LANE	
200		COLLINGWOOD	PERRY ST	END OF LANE	
201.1		COLLINGWOOD	BEDFORD ST	Lane 201.2	
201.2		COLLINGWOOD	Lane 201.1	END OF LANE	
202		COLLINGWOOD	OTTER ST	END OF LANE	
203	BEDFORD LT	COLLINGWOOD	OTTER ST	END OF LANE	
204		COLLINGWOOD	NAPOLEON ST	END OF LANE	
205		COLLINGWOOD	STANLEY ST	END OF LANE	
206		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
207		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Development site
208.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 208.2	Development site
208.2		COLLINGWOOD	Lane 208.1	END OF LANE	Development site
209		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Development site
210		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
211.1		COLLINGWOOD	CAMBRIDGE ST	Lane 211.2	
211.2		COLLINGWOOD	Lane 211.1	END OF LANE	
212.1		COLLINGWOOD	PEEL ST	END OF LANE	
212.2		COLLINGWOOD	Lane 212.1	END OF LANE	
213	PEEL LANE	COLLINGWOOD	LITTLE OXFORD ST	OXFORD ST	
214.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 214.2	
214.2		COLLINGWOOD	Lane 214.1	Lane 214.3	
214.3		COLLINGWOOD	Lane 214.2	END OF LANE	
215.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 215.2	
215.2		COLLINGWOOD	Lane 215.1	END OF LANE	
216		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
217.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 217.2	
217.2		COLLINGWOOD	Lane 217.1	END OF LANE	
218		COLLINGWOOD	DERBY ST	LANGRIDGE ST	
219		COLLINGWOOD	DERBY ST	END OF LANE	
220.1		COLLINGWOOD	OXFORD ST	Lane 220.2	
220.2		COLLINGWOOD	Lane 220.1	END OF LANE	
221		COLLINGWOOD	OXFORD ST	END OF LANE	
222.1		COLLINGWOOD	PEEL ST	Lane 222.2	
222.2		COLLINGWOOD	Lane 222.1	END OF LANE	
223.1		COLLINGWOOD	CAMBRIDGE ST	Lane 223.2	
223.2		COLLINGWOOD	Lane 223.1	END OF LANE	
224.1		COLLINGWOOD	LANGRIDGE ST	Lane 224.1	
224.2		COLLINGWOOD	Lane 224.1	END OF LANE	
225		COLLINGWOOD	DERBY ST	END OF LANE	
226.1		COLLINGWOOD	DERBY ST	END OF LANE	
226.2		COLLINGWOOD	Lane 226.1	END OF LANE	
227.1		COLLINGWOOD	OXFORD ST	Lane 227.2	
227.2		COLLINGWOOD	Lane 227.1	Lane 227.3	
227.3		COLLINGWOOD	Lane 227.2	Lane 228	
228		COLLINGWOOD	MASON ST	Lane 227.3	
229.1		COLLINGWOOD	MASON ST	Lane 229.2	
229.2		COLLINGWOOD	Lane 229.1	END OF LANE	
229.3		COLLINGWOOD	Lane 229.1	END OF LANE	
230.1		COLLINGWOOD	MASON ST	Lane 230.2	
230.2		COLLINGWOOD	Lane 230.1	END OF LANE	
230.3		COLLINGWOOD	MASON ST	END OF LANE	
231.1		COLLINGWOOD	MASON ST	Lane 231.2	
231.2		COLLINGWOOD	Lane 231.1	END OF LANE	
231.3		COLLINGWOOD	Lane 231.1	VICTORIA PDE	
232		COLLINGWOOD	VICTORIA PDE	END OF LANE	
233.1		COLLINGWOOD	VICTORIA PDE	DERBY ST	
233.2		COLLINGWOOD	Lane 233.3	END OF LANE	
233.3		COLLINGWOOD	Lane 233.1	Lane 233.2	
234	CAMBRIDGE PL	COLLINGWOOD	OXFORD ST	CAMBRIDGE ST	
235.1		COLLINGWOOD	STANLEY ST	Lane 235.2	
235.2		COLLINGWOOD	Lane 235.1	BEDFORD ST	
235.3		COLLINGWOOD	BEDFORD ST	END OF LANE	
236		COLLINGWOOD	WELLINGTON ST	END OF LANE	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
237		COLLINGWOOD	PERRY ST	END OF LANE	
238.1		COLLINGWOOD	PERRY ST	Lane 238.2	
238.2	York st	COLLINGWOOD	Lane 238.1	END OF LANE	
239		COLLINGWOOD	PERRY ST	END OF LANE	
240	CAMPBELL Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
241	Little FRANCIS	COLLINGWOOD	HODDLE ST	PERRY ST	
242	SYDNEY Lane	COLLINGWOOD	HODDLE ST	PERRY ST	
243.2		COLLINGWOOD	JOHN ST	END OF LANE	
244.1		COLLINGWOOD	SINGLETON ST	Lane 244.2	
244.2		COLLINGWOOD	Lane 244.1	DIGHT ST	
245.1	ROCKBY ST	COLLINGWOOD	VERE ST	GIPPS ST	
245.2		COLLINGWOOD	Lane 245.1	END OF LANE	
245.3		COLLINGWOOD	Lane 245.1	END OF LANE	
246		COLLINGWOOD	RUPERT ST	STURT ST	
247		COLLINGWOOD	RUPERT ST	END OF LANE	
248.1		COLLINGWOOD	STURT ST	END OF LANE	
248.2		COLLINGWOOD	Lane 248.1	END OF LANE	
249		COLLINGWOOD	VERE ST	END OF LANE	
250.2		COLLINGWOOD	WATERLOO ST	LANGRIDGE ST	
250.3		COLLINGWOOD	Lane 250.2	END OF LANE	
250.4		COLLINGWOOD	LANGRIDGE ST	END OF LANE	
251		COLLINGWOOD	CROMWELL ST	END OF LANE	
252		COLLINGWOOD	RUPERT ST	END OF LANE	
253		COLLINGWOOD	RUPERT ST	END OF LANE	
254		COLLINGWOOD	RUPERT ST	END OF LANE	
255		COLLINGWOOD	RUPERT ST	END OF LANE	
256		COLLINGWOOD	CROMWELL ST	END OF LANE	
257		COLLINGWOOD	CROMWELL ST	END OF LANE	
258		COLLINGWOOD	ISLINGTON ST	END OF LANE	
259		COLLINGWOOD	ISLINGTON ST	END OF LANE	
260		COLLINGWOOD	HODDLE ST	END OF LANE	
261		COLLINGWOOD	GLASGOW ST	END OF LANE	
262		COLLINGWOOD	NORTHUMBERLAND ST	END OF LANE	
263	BYRON ST	COLLINGWOOD	NORTHUMBERLAND ST	END OF LANE	
264		COLLINGWOOD	WELLINGTON ST	END OF LANE	
265		COLLINGWOOD	WELLINGTON ST	END OF LANE	
266.1		COLLINGWOOD	WELLINGTON ST	Lane 266.2	
266.2		COLLINGWOOD	Lane 266.1	END OF LANE	
267.1		COLLINGWOOD	ROKEBY ST	Lane 267.2	
267.2		COLLINGWOOD	Lane 267.1	Lane 267.3	
267.3		COLLINGWOOD	Lane 267.2	END OF LANE	
268.1		COLLINGWOOD	ROKEBY ST	Lane 268.2	
268.2		COLLINGWOOD	Lane 268.3	Lane 268.1	
268.3		COLLINGWOOD	Lane 268.2	Lane 268.4	
268.4		COLLINGWOOD	Lane 268.3	Lane 268.5	
268.5		COLLINGWOOD	Lane 268.4	Lane 268.6	
268.6		COLLINGWOOD	Lane 268.5	END OF LANE	
269.1		COLLINGWOOD	MONTAGUE ST	Lane 269.2	
269.2		COLLINGWOOD	Lane 269.1	END OF LANE	
270.1		COLLINGWOOD	RUPERT ST	Lane 270.2	
270.2		COLLINGWOOD	Lane 270.1	END OF LANE	
271		COLLINGWOOD	RUPERT ST	BROWN ST	
272		COLLINGWOOD	CROMWELL ST	BROWN ST	
273		COLLINGWOOD	RUPERT ST	END OF LANE	
274		COLLINGWOOD	RUPERT ST	END OF LANE	
275.1		COLLINGWOOD	RUPERT ST	Lane 275.2	
275.2		COLLINGWOOD	Lane 275.1	END OF LANE	
276		COLLINGWOOD	RUPERT ST	END OF LANE	
277.1		COLLINGWOOD	VICTORIA PDE	Lane 277.2	
277.2		COLLINGWOOD	Lane 277.1	END OF LANE	
278.1		COLLINGWOOD	CROMWELL ST	Lane 278.2	
278.2		COLLINGWOOD	Lane 278.1	END OF LANE	
278.3		COLLINGWOOD	Lane 278.1	END OF LANE	
279.1		COLLINGWOOD	CROMWELL ST	Lane 279.2	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way **Register of Public Roads**

Lane Number	Lane Name	Suburb	From	To	Comments
279.2		COLLINGWOOD	Lane 279.1	END OF LANE	
280		COLLINGWOOD	CROMWELL ST	END OF LANE	
281.1		COLLINGWOOD	ISLINGTON ST	Lane 281.2	
281.2		COLLINGWOOD	Lane 281.1	END OF LANE	
282.1		COLLINGWOOD	ISLINGTON ST	Lane 282.2	
282.2		COLLINGWOOD	Lane 282.1	END OF LANE	
283		COLLINGWOOD	VICTORIA PDE	END OF LANE	
284	BROWN ST	COLLINGWOOD	BROWN ST	END OF LANE	
285		ABBOTSFORD	MAUGIE ST	FEDERATION LA	
286		ABBOTSFORD	FEDERATION LA	ABBOTT ST	
289.1		ABBOTSFORD	TRENERRY CRES	Lane 289.2	
289.2		ABBOTSFORD	Lane 289.1	END OF LANE	
290.1		ABBOTSFORD	TRENERRY CRES	Lane 290.3	
290.3		ABBOTSFORD	Lane 290.1	END OF LANE	
291.1		ABBOTSFORD	TRENERRY CRES	END OF LANE	
291.2		ABBOTSFORD	LITTLE TURNER ST	END OF LANE	
291.3		ABBOTSFORD	LITTLE TURNER ST	END OF LANE	
293.1		ABBOTSFORD	BATH ST	Lane 293.2	
293.2		ABBOTSFORD	Lane 293.1	END OF LANE	
294	MAUGIE ST	ABBOTSFORD	HODDLE ST	END OF LANE	
295.1		ABBOTSFORD	HODDLE ST	Lane 295.2	
295.2		ABBOTSFORD	Lane 295.1	END OF LANE	
295.3		ABBOTSFORD	Lane 295.2	END OF LANE	
295.4		ABBOTSFORD	Lane 295.2	END OF LANE	
296.1		ABBOTSFORD	HODDLE ST	END OF LANE	
296.2		ABBOTSFORD	Lane 296.1	END OF LANE	
296.3		ABBOTSFORD	Lane 296.1	END OF LANE	
297.1		ABBOTSFORD	HODDLE ST	END OF LANE	
297.2		ABBOTSFORD	Lane 297.1	END OF LANE	
298	Little TURNER	ABBOTSFORD	HODDLE ST	END OF LANE	
299		ABBOTSFORD	HODDLE ST	END OF LANE	
300.1		ABBOTSFORD	JOHNSTON ST	Lane 300.2	
300.2		ABBOTSFORD	Lane 300.1	Lane 300.3	
300.3		ABBOTSFORD	Lane 300.2	STAFFORD ST	
301		ABBOTSFORD	HODDLE ST	END OF LANE	
302.1		ABBOTSFORD	STAFFORD ST	Lane 302.2	
302.2		ABBOTSFORD	Lane 302.1	END OF LANE	
303		ABBOTSFORD	STAFFORD ST	END OF LANE	
305		ABBOTSFORD	PARK ST	NICHOLSON ST	
306.1		ABBOTSFORD	STAFFORD ST	Lane 306.2	
306.2		ABBOTSFORD	Lane 306.1	PARK ST	
307		ABBOTSFORD	PARK ST	NICHOLSON ST	
308.1		ABBOTSFORD	HODDLE ST	Lane 308.2	
308.2		ABBOTSFORD	Lane 308.1	Lane 308.3	
308.3		ABBOTSFORD	Lane 308.2	STUDLEY ST	
309.1	PETERS LA	ABBOTSFORD	HODDLE ST	Lane 309.2	
309.2		ABBOTSFORD	Lane 309.1	Lane 309.3	
309.3	PETERS LA	ABBOTSFORD	Lane 309.2	YARRA ST	
310.1		ABBOTSFORD	PARK ST	Lane 310.2	
310.2		ABBOTSFORD	Lane 310.1	STUDLEY ST	
310.3		ABBOTSFORD	Lane 310.1	END OF LANE	
311.1		ABBOTSFORD	PARK ST	NICHOLSON ST	
311.2		ABBOTSFORD	Lane 311.1	END OF LANE	
312		ABBOTSFORD	YARRA ST	END OF LANE	
313.1		ABBOTSFORD	PARK ST	Lane 313.2	
313.2		ABBOTSFORD	Lane 313.1	END OF LANE	
314		ABBOTSFORD	PARK ST	END OF LANE	
315		ABBOTSFORD	PARK ST	END OF LANE	
316		ABBOTSFORD	YARRA ST	VERE ST	
317		ABBOTSFORD	CLARKE ST	END OF LANE	
318		ABBOTSFORD	CLARKE ST	END OF LANE	
319		ABBOTSFORD	YARRA ST	END OF LANE	
320.1		ABBOTSFORD	JOHNSTON ST	Lane 320.2	
320.2		ABBOTSFORD	Lane 320.1	Lane 320.3	

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Lane Number	Lane Name	Suburb	From	To	Comments
320.3		ABBOTSFORD	Lane 320.2	Lane 320.4	
320.4		ABBOTSFORD	Lane 320.3	PATERSON ST	
320.5		ABBOTSFORD	Lane 320.2	VALIANT ST	
321	Masons Lane	ABBOTSFORD	JOHNSTON ST	VALIANT ST	
322		ABBOTSFORD	JOHNSTON ST	VALIANT ST	
322.1		ABBOTSFORD	Lane 322	END OF LANE	
323		ABBOTSFORD	VALIANT ST	END OF LANE	
324		ABBOTSFORD	HUNTER ST	END OF LANE	
325		ABBOTSFORD	VALIANT ST	ABBOTSFORD ST	
326		ABBOTSFORD	VALIANT ST	END OF LANE	
327		ABBOTSFORD	VALIANT ST	ABBOTSFORD ST	
328		ABBOTSFORD	ABBOTSFORD ST	YARRA ST	
329		ABBOTSFORD	YARRA ST	END OF LANE	
330.1		ABBOTSFORD	YARRA ST	Lane 330.2	
330.2		ABBOTSFORD	Lane 330.1	END OF LANE	
331		ABBOTSFORD	ABBOTSFORD ST	YARRA ST	
332.2		ABBOTSFORD	Lane 332.1	END OF LANE	
333		ABBOTSFORD	HUNTER ST	END OF LANE	
334		ABBOTSFORD	HUNTER ST	Lane 335.1	
335.1		ABBOTSFORD	YARRA ST	MARINE PDE	
335.2		ABBOTSFORD	Lane 335.1	END OF LANE	
336.1		ABBOTSFORD	MARINE PDE	YARRA ST	
336.2		ABBOTSFORD	Lane 336.1	END OF LANE	
336.3		ABBOTSFORD	Lane 336.1	PATERSON ST	
337.1		ABBOTSFORD	MARINE PDE	Lane 337.2	
337.2		ABBOTSFORD	Lane 337.1	END OF LANE	
338		ABBOTSFORD	HARPER ST	GIPPS ST	
339		ABBOTSFORD	VERE ST	END OF LANE	
340		ABBOTSFORD	VERE ST	END OF LANE	
341		ABBOTSFORD	PARK ST	END OF LANE	
342.1		ABBOTSFORD	CHARLES ST	Lane 342.2	
342.2		ABBOTSFORD	Lane 342.1	Lane 342.3	
342.3		ABBOTSFORD	Lane 342.2	CHARLES ST	
342.4		ABBOTSFORD	Lane 342.2	CHARLES ST	
343.1		ABBOTSFORD	CHARLES ST	ST PHILIPS ST	
343.2		ABBOTSFORD	Lane 343.1	Lane 343.3	
343.3		ABBOTSFORD	CHARLES ST	ST PHILIPS ST	
343.4		ABBOTSFORD	CHARLES ST	Lane 343.2	
343.5		ABBOTSFORD	Lane 343.2	ST PHILIPS ST	
344.1		ABBOTSFORD	ST PHILIPS ST	NICHOLSON ST	
344.2		ABBOTSFORD	Lane 344.1	Lane 344.3	
344.3		ABBOTSFORD	Lane 344.2	ST PHILIPS ST	
344.4		ABBOTSFORD	ST PHILIPS ST	Lane 344.2	
344.5		ABBOTSFORD	Lane 344.2	NICHOLSON ST	
345.1		ABBOTSFORD	STANTON ST	GIPPS ST	
345.2		ABBOTSFORD	Lane 345.1	END OF LANE	
346.1		ABBOTSFORD	HODDLE ST	Lane 346.2	
346.2		ABBOTSFORD	Lane 346.1	END OF LANE	
347.1		ABBOTSFORD	HENRY ST	Lane 347.2	
347.2		ABBOTSFORD	Lane 347.1	END OF LANE	
348.1		ABBOTSFORD	HENRY ST	Lane 348.2	
348.2		ABBOTSFORD	Lane 348.1	END OF LANE	
349		ABBOTSFORD	RUSSELL ST	END OF LANE	
350		ABBOTSFORD	PARK ST	END OF LANE	
351.1		ABBOTSFORD	PARK ST	Lane 351.2	
351.2		ABBOTSFORD	Lane 351.1	END OF LANE	
352		ABBOTSFORD	PARK ST	CHARLES ST	
353.2		ABBOTSFORD	CHARLES ST	LITTLE CHARLES ST	
353.3		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
354.2		ABBOTSFORD	LITTLE NICHOLSON ST	Lane 354.3	
354.3		ABBOTSFORD	Lane 354.2	END OF LANE	
354.4		ABBOTSFORD	MOLLISON ST	END OF LANE	
357		ABBOTSFORD	BLOOMBURG ST	LANGRIDGE ST	
358		ABBOTSFORD	BLOOMBURG ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
359.1		ABBOTSFORD	BLOOMBURG ST	Lane 359.2	
359.2		ABBOTSFORD	Lane 359.1	Lane 359.3	
359.3		ABBOTSFORD	Lane 359.2	GREENWOOD ST	
360		ABBOTSFORD	GREENWOOD ST	END OF LANE	
361		ABBOTSFORD	HODDLE ST	FERGUSON ST	
362.1		ABBOTSFORD	FERGUSON ST	Lane 362.2	
362.2		ABBOTSFORD	Lane 362.1	VICTORIA ST	
363		ABBOTSFORD	PARK ST	JAMES ST	
364		ABBOTSFORD	PARK ST	CHARLES ST	
365		ABBOTSFORD	PARK ST	END OF LANE	
366.1	LITTLE CHARLES ST	ABBOTSFORD	LT. CHARLES CL	VICTORIA ST	
366.11		ABBOTSFORD	Lane 366.2	END OF LANE	
366.12		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.13	
366.13		ABBOTSFORD	Lane 366.12	END OF LANE	
366.14		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.11	
366.2		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.3	
366.3		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.4		ABBOTSFORD	Lane 366.2	END OF LANE	
366.5		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.6		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.7		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.8	
366.8		ABBOTSFORD	Lane 366.7	Lane 366.11	
366.9	LITTLE CHARLES ST	ABBOTSFORD	LANGRIDGE ST	LT. CHARLES CL	
367		ABBOTSFORD	NICHOLSON ST	LITTLE NICHOLSON ST	
369		ABBOTSFORD	LITTLE NICHOLSON ST	WILLIAM ST	
370		ABBOTSFORD	MOLLISON ST	END OF LANE	
371.2		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
371.3		ABBOTSFORD	Lane 371.2	END OF LANE	
371.4		ABBOTSFORD	LITTLE LITHGOW ST	Lane 371.5	
371.5		ABBOTSFORD	Lane 371.4	LITHGOW ST	
371.6		ABBOTSFORD	Lane 371.5	END OF LANE	
371.7		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
371.9		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
372		ABBOTSFORD	LITHGOW ST	END OF LANE	
373		ABBOTSFORD	LITHGOW ST	END OF LANE	
374.1		ABBOTSFORD	ALBERT ST	Lane 374.2	
374.2		ABBOTSFORD	Lane 374.1	END OF LANE	
375.1		ABBOTSFORD	ALBERT ST	Lane 375.2	
375.2		ABBOTSFORD	Lane 375.1	CHURCH ST	
375.3		ABBOTSFORD	Lane 375.1	PRINCES ST	
375.4		ABBOTSFORD	Lane 375.2	PRINCES ST	
376.1		ABBOTSFORD	PRINCES ST	MURRAY ST	
376.2		ABBOTSFORD	Lane 376.1	END OF LANE	
376.3		ABBOTSFORD	Lane 376.1	Lane 376.4	
376.4		ABBOTSFORD	PRINCES ST	MURRAY ST	
377.1		ABBOTSFORD	MAYFIELD ST	Lane 377.2	
377.2		ABBOTSFORD	Lane 377.1	Lane 377.3	
377.3		ABBOTSFORD	Lane 377.2	Lane 377.4	
377.4		ABBOTSFORD	Lane 377.3	END OF LANE	
378.1		ABBOTSFORD	MAYFIELD ST	Lane 378.2	
378.2		ABBOTSFORD	Lane 378.1	Lane 378.3	
378.3		ABBOTSFORD	Lane 378.2	END OF LANE	
379.1		ABBOTSFORD	FAIRCHILD ST	Lane 379.2	
379.2		ABBOTSFORD	Lane 379.1	Lane 379.3	
379.3		ABBOTSFORD	FAIRCHILD ST	Lane 379.4	
379.4		ABBOTSFORD	Lane 379.3	END OF LANE	
380.1		ABBOTSFORD	FAIRCHILD ST	COOKE ST	
380.2		ABBOTSFORD	Lane 380.1	Lane 380.3	
380.3		ABBOTSFORD	FAIRCHILD ST	COOKE ST	
381		ABBOTSFORD	COOKE ST	Lane 382.3	
382.1		ABBOTSFORD	COOKE ST	Lane 382.2	
382.2		ABBOTSFORD	Lane 382.1	Lane 382.3	
382.3		ABBOTSFORD	Lane 382.2	Lane 382.4	

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Lane Number	Lane Name	Suburb	From	To	Comments
382.4		ABBOTSFORD	Lane 382.3	THOMPSON ST	
383.1		ABBOTSFORD	THOMPSON ST	Lane 383.2	
383.2		ABBOTSFORD	Lane 383.1	Lane 383.3	
383.3		ABBOTSFORD	THOMPSON ST	Lane 383.2	
383.4		ABBOTSFORD	Lane 383.2	SOUTH AUDLEY ST	
384		ABBOTSFORD	BOND ST	DUKE ST	
385.1		ABBOTSFORD	DUKE ST	GROSVENOR ST	
385.2		ABBOTSFORD	Lane 385.1	END OF LANE	
387.1		ABBOTSFORD	VICTORIA ST	Lane 387.2	
387.2		ABBOTSFORD	Lane 387.1	END OF LANE	
388		CLIFTON HILL	HODDLE ST	END OF LANE	
389	Copper La	CLIFTON HILL	NOONE ST	ALEXANDRA PDE	
390		COLLINGWOOD	SMITH ST	END OF LANE	
501		RICHMOND	ELIZABETH ST	END OF LANE	
502		RICHMOND	SHELLEY ST	END OF LANE	
503		RICHMOND	SHELLEY ST	END OF LANE	
504		RICHMOND	SHELLEY ST	LENNOX ST	
505		RICHMOND	BUTLER ST	END OF LANE	
506		RICHMOND	ELIZABETH ST	END OF LANE	
507		RICHMOND	BUTLER ST	Lane 508	
508		RICHMOND	Lane 507	END OF STREET	
509		RICHMOND	ELIZABETH ST	END OF LANE	
510		RICHMOND	VICTORIA ST	Lane 512	
511		RICHMOND	Lane 510	END OF LANE	
512		RICHMOND	Lane 510	END OF LANE	
513		RICHMOND	CHURCH ST	END OF LANE	
514		RICHMOND	COOKE CRT	END OF LANE	
515		RICHMOND	EUREKA ST	BAKER ST	
516		RICHMOND	Lane 515	Lane 517	
517		RICHMOND	Lane 516	END OF LANE	
518		RICHMOND	BAKER ST	Lane 520	
519		RICHMOND	Lane 518	END OF LANE	
520		RICHMOND	Lane 521	END OF LANE	
521		RICHMOND	Lane 522	Lane 520	
522		RICHMOND	LAMBERT ST	Lane 521	
523		RICHMOND	LAMBERT ST	END OF LANE	
524		RICHMOND	Lane 523	END OF LANE	
525		RICHMOND	WELLS ST	END OF LANE	
526		RICHMOND	WELLS ST	END OF LANE	
527		RICHMOND	WELLS ST	McKAY ST	
528		RICHMOND	McKAY ST	END OF LANE	
529		RICHMOND	McKAY ST	END OF LANE	
530		RICHMOND	JOHNSON ST	END OF LANE	
531		RICHMOND	JOHNSON ST	END OF LANE	
532		RICHMOND	JOHNSON ST	Lane 534	
533		RICHMOND	JOHNSON ST	END OF LANE	
534		RICHMOND	Lane 532	BENNETT ST	
535	COLES TCE	RICHMOND	BENNETT ST	LESLIE ST	
536		RICHMOND	Lane 535	END OF LANE	
537	COLES TCE	RICHMOND	LESLIE ST	DAVISON ST	
538		RICHMOND	Lane 537	Lane 539	
539		RICHMOND	Lane 538	Lane 577	
540	COLES TCE	RICHMOND	DAVISON ST	BURNLEY ST	
541		RICHMOND	Lane 540	Lane 580	
542		RICHMOND	GARFIELD ST	Lane 543	
543		RICHMOND	Lane 542	END OF LANE	
544		RICHMOND	GARFIELD ST	Lane 546	
545		RICHMOND	Lane 544	END OF LANE	
546		RICHMOND	SHELLEY ST	Lane 544	
547		RICHMOND	SHELLEY ST	LENNOX ST	
548		RICHMOND	SHELLEY ST	LENNOX ST	
549		RICHMOND	SMITH ST	Lane 550	
550		RICHMOND	Lane 549	END OF LANE	
551		RICHMOND	YORK ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
552		RICHMOND	RISLEY ST	Lane 553	
553		RICHMOND	Lane 552	END OF LANE	
554		RICHMOND	CHURCH ST	END OF LANE	
555		RICHMOND	Lane 554	END OF STREET	
556		RICHMOND	CHURCH ST	Lane 557	
557		RICHMOND	Lane 556	END OF LANE	
558		RICHMOND	BAKER ST	END OF LANE	
559		RICHMOND	LINCOLN ST	END OF LANE	
560		RICHMOND	LINCOLN ST	END OF LANE	
561		RICHMOND	LAITY ST	END OF LANE	
562		RICHMOND	KENT ST	END OF LANE	
563		RICHMOND	KENT ST	END OF LANE	
564		RICHMOND	LAMBERT ST	END OF LANE	
565		RICHMOND	LAMBERT ST	END OF LANE	
566		RICHMOND	Lane 567	END OF LANE	
567		RICHMOND	JUBILEE PL	Lane 566	
568		RICHMOND	JUBILEE PL	Lane 569	
569		RICHMOND	JOHNSTON ST	Lane 568	
570		RICHMOND	BUCKINGHAM ST	END OF LANE	
571		RICHMOND	LAITY ST	Lane 572	
572		RICHMOND	Lane 571	END OF LANE	
573		RICHMOND	JOHNSTON ST	END OF LANE	
574		RICHMOND	JOHNSTON ST	END OF LANE	
575		RICHMOND	GARDNER ST	LESLIE ST	
576		RICHMOND	GARDNER ST	END OF LANE	
577		RICHMOND	LESLIE ST	Lane 578	
578		RICHMOND	Lane 577	END OF LANE	
579		RICHMOND	Lane 577	DAVISON ST	
580		RICHMOND	DAVISON ST	BURNLEY ST	
581	Wrede Pl	RICHMOND	YORK ST	Lane 582	
582	Wrede Pl	RICHMOND	Lane 581	END OF LANE	
583		RICHMOND	HODDLE ST	END OF LANE	
584		RICHMOND	EGAN ST	END OF LANE	
585	Otto Place	RICHMOND	EGAN ST	Lane 587	
587	Otto Place	RICHMOND	Lane 585	Lane 586	
588		RICHMOND	Lane 587	END OF LANE	
589		RICHMOND	HIGHETT ST	KINGSTON PL	
590		RICHMOND	KINGSTON ST	KINGSTON PL	
591		RICHMOND	PEERS ST	Lane 592	
592		RICHMOND	Lane 591	END OF LANE	
593		RICHMOND	EGAN ST	END OF LANE	
594		RICHMOND	EGAN PL	END OF LANE	
595		RICHMOND	PEERS ST	END OF LANE	
596		RICHMOND	LEEDS ST	END OF LANE	
597		RICHMOND	LEEDS ST	END OF LANE	
598		RICHMOND	BELGIUM AVE	END OF LANE	
599		RICHMOND	BELGIUM AVE	BROUGHAM ST	
600		RICHMOND	RULE ST	END OF LANE	
601		RICHMOND	RULE ST	HIGHETT ST	
602		RICHMOND	RULE ST	Lane 603	
603		RICHMOND	Lane 602	END OF LANE	
604		RICHMOND	LITTLE KENT ST	END OF LANE	
605		RICHMOND	CHURCH ST	Lane 606	
606		RICHMOND	Lane 605	END OF LANE	
607		RICHMOND	SOMERSET ST	Lane 608	
608		RICHMOND	Lane 607	END OF LANE	
609		RICHMOND	SOMERSET ST	END OF LANE	
611		RICHMOND	LITTLE BUCKINGHAM ST	END OF LANE	
612		RICHMOND	DAVISON ST	END OF LANE	
613		RICHMOND	FREEMAN ST	END OF LANE	
614		RICHMOND	FREEMAN ST	Lane 615	
615		RICHMOND	MUIR ST	Lane 614	
616		RICHMOND	MOORHOUSE ST	Lane 617	
617		RICHMOND	Lane 616	Lane 618	

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Lane Number	Lane Name	Suburb	From	To	Comments
618		RICHMOND	MOORHOUSE ST	Lane 617	
619		RICHMOND	MOORHOUSE ST	END OF LANE	
620		RICHMOND	Lane 619	Lane 621	
621		RICHMOND	MOORHOUSE ST	END OF LANE	
622		RICHMOND	MUIR ST	END OF LANE	
623		RICHMOND	FREEMAN ST	END OF LANE	
624		RICHMOND	MUIR ST	END OF LANE	
625		RICHMOND	NORMANBY PL	END OF LANE	
626		RICHMOND	HIGHETT ST	FREEMAN ST	
627		RICHMOND	FREEMAN ST	BOWEN ST	
628		RICHMOND	FREEMAN ST	END OF LANE	
629		RICHMOND	HIGHETT ST	END OF LANE	
630		RICHMOND	FREEMAN ST	END OF LANE	
631		RICHMOND	FREEMAN ST	END OF LANE	
632		RICHMOND	BOWEN ST	Lane 633	
633		RICHMOND	Lane 632	END OF LANE	
634		RICHMOND	BOWEN ST	END OF LANE	
635		RICHMOND	BOWEN ST	END OF LANE	
636		RICHMOND	Lane 637	END OF LANE	
637		RICHMOND	BOWEN ST	Lane 636	
638		RICHMOND	BOWEN ST	END OF LANE	
639		RICHMOND	BOWEN ST	END OF LANE	
640		RICHMOND	Lane 639	END OF LANE	
641		RICHMOND	Lane 643	END OF LANE	
642		RICHMOND	Lane 641	BRIDGE RD	
643		RICHMOND	LEIGH PL	Lane 641	
644		RICHMOND	HIGHETT ST	END OF LANE	
645		RICHMOND	ELLIS ST	END OF LANE	
646		RICHMOND	ELLIS ST	END OF LANE	
647	Yilam Lane	RICHMOND	CAMERON ST	END OF LANE	
648		RICHMOND	THOMAS ST	END OF LANE	
649		RICHMOND	THOMAS ST	END OF LANE	
650		RICHMOND	THOMAS ST	Lane 651	
651		RICHMOND	Lane 650	END OF LANE	
652		RICHMOND	JUDD ST	END OF LANE	
653		RICHMOND	BOSISTO ST	END OF LANE	
654		RICHMOND	THOMAS ST	END OF LANE	
655		RICHMOND	CAMERON ST	END OF LANE	
656		RICHMOND	THOMAS ST	END OF LANE	
657		RICHMOND	BOSISTO ST	END OF LANE	
658		RICHMOND	CAMERON ST	END OF LANE	
659		RICHMOND	CAMERON ST	Lane 660	
660		RICHMOND	Lane 659	END OF LANE	
661		RICHMOND	HULL ST	Lane 666	
662		RICHMOND	Lane 661	END OF LANE	
663		RICHMOND	Lane 661	Lane 664	
664		RICHMOND	Lane 663	END OF LANE	
665		RICHMOND	BOSISTO ST	Lane 661	
666		RICHMOND	Lane 661	END OF LANE	
667		RICHMOND	HIGHETT ST	END OF LANE	
668		RICHMOND	CHURCH ST	Lane 669	
669		RICHMOND	CAMERON ST	Lane 668	
670		RICHMOND	CAMERON ST	Lane 671	
671		RICHMOND	HULL ST	Lane 672	
672		RICHMOND	Lane 671	END OF LANE	
673		RICHMOND	Lane 672	END OF LANE	
674		RICHMOND	Lane 675	END OF LANE	
675		RICHMOND	BRIDGE RD	Lane 674	
676		RICHMOND	CAMERON ST	END OF LANE	
678		RICHMOND	BRIDGE RD	END OF LANE	
679		RICHMOND	CHURCH ST	Lane 680	
680		RICHMOND	Lane 679	Lane 681	
681		RICHMOND	CHURCH ST	Lane 680	
682		RICHMOND	GLEADELL ST	GRIFFITHS ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
683		RICHMOND	PALMER ST	Lane 684	
684		RICHMOND	GRIFFITHS ST	COPPIN ST	
685		RICHMOND	HIGHETT ST	MURPHY ST	
686		RICHMOND	Lane 687	END OF LANE	
687		RICHMOND	GARDNER ST	END OF LANE	
687.1	Allans Place	RICHMOND	MURPHY ST	HIGHETT ST	
688		RICHMOND	MURPHY ST	Lane 687	
689		RICHMOND	MURPHY ST	Lane 690	
690		RICHMOND	Lane 689	Lane 691	
691		RICHMOND	PALMER ST	Lane 690	
692		RICHMOND	PALMER ST	Lane 693	
693		RICHMOND	COPPIN ST	PALMER ST	
694		RICHMOND	Lane 695	END OF LANE	
695		RICHMOND	GARDNER ST	DAVISON ST	
696		RICHMOND	Lane 695	END OF LANE	
697	BUCKHURST La	RICHMOND	MURPHY ST	PALMER ST	
698		RICHMOND	HIGHETT ST	MURPHY ST	
699		RICHMOND	DAVISON ST	Lane 698	
700	KOORANG LANE	RICHMOND	MURPHY ST	Lane 701	
701		RICHMOND	Lane 700	END OF LANE	
702	KOORANG LANE	RICHMOND	Lane 700	END OF LANE	
703		RICHMOND	Lane 704	END OF LANE	
704		RICHMOND	PALMER ST	Lane 703	
705		RICHMOND	DOONSIDE ST	END OF LANE	
706		RICHMOND	APPLETON ST	END OF LANE	
707		RICHMOND	DAVID ST	END OF LANE	
708		RICHMOND	APPLETON ST	Lane 709	
709		RICHMOND	Lane 708	END OF LANE	
710		RICHMOND	NORTH ST	END OF LANE	
711		RICHMOND	Lane 712	END OF LANE	
712		RICHMOND	NORTH ST	Lane 711	
713	Roberts Way	RICHMOND	NORTH ST	Lane 714	
714	Roberts Way	RICHMOND	Lane 713	CROWN ST	
715		RICHMOND	CROWN ST	END OF LANE	
716		RICHMOND	BLAZEY ST	END OF LANE	
717		RICHMOND	PALMER ST	Lane 718	
718		RICHMOND	Lane 717	END OF LANE	
719		RICHMOND	CLARKE ST	END OF LANE	
720		RICHMOND	Lane 721	END OF LANE	
721		RICHMOND	RIVER ST	Lane 720	
722		RICHMOND	SHERWOOD ST	Lane 723	
723		RICHMOND	Lane 722	END OF LANE	
724		RICHMOND	ROTHERWOOD ST	END OF LANE	
725	McCRAE MEWS	RICHMOND	SHERWOOD ST	Lane 727	
726		RICHMOND	STRODE ST	Lane 725	
727		RICHMOND	PUNT RD	STRODE ST	
728		RICHMOND	THE CROFTS	Lane 727	
729		RICHMOND	THE CROFTS	STRODE ST	
730	Strode Place	RICHMOND	ROTHERWOOD ST	STRODE ST	
731		RICHMOND	ROTHERWOOD ST	END OF LANE	
732		RICHMOND	THE CROFTS	END OF LANE	
733		RICHMOND	THE CROFTS	END OF LANE	
734		RICHMOND	THE CROFTS	TONKINS LANE	
735		RICHMOND	THE CROFTS	END OF LANE	
736		RICHMOND	LOUGHNAN ST	END OF LANE	
737		RICHMOND	GRATTAN PL	Lane 738	
738		RICHMOND	Lane 737	END OF LANE	
739		RICHMOND	RICHMOND TCE	END OF LANE	
740		RICHMOND	RICHMOND TCE	KING ST	
741		RICHMOND	KING ST	END OF LANE	
742		RICHMOND	TYSON ST	END OF LANE	
743		RICHMOND	KING ST	TYSON ST	
744		RICHMOND	Lane 743	END OF LANE	
745		RICHMOND	RICHMOND TCE	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
746		RICHMOND	TANNER ST	Lane 747	
747		RICHMOND	WOODLAWN ST	Lane 746	
748		RICHMOND	TANNER ST	END OF LANE	
749		RICHMOND	STEWART ST	END OF LANE	
750		RICHMOND	ROTHERWOOD ST	END OF LANE	
751		RICHMOND	ROTHERWOOD ST	END OF LANE	
752		RICHMOND	VERITY ST	END OF LANE	
753		RICHMOND	VERITY ST	END OF LANE	
754		RICHMOND	VERITY ST	END OF LANE	
755		RICHMOND	UNION ST	END OF LANE	
756		RICHMOND	UNION ST	Lane 757	
757		RICHMOND	Lane 756	END OF LANE	
758		RICHMOND	LENNOX ST	Lane 757	
759		RICHMOND	GOODWOOD ST	END OF LANE	
760		RICHMOND	GOODWOOD ST	END OF LANE	
761		RICHMOND	MILES ST	END OF LANE	
762		RICHMOND	MILES ST	Lane 763	
763		RICHMOND	ROTHERWOOD ST	END OF LANE	
764		RICHMOND	ROWENA PDE	END OF LANE	
765		RICHMOND	ROWENA PDE	Lane 766	
766		RICHMOND	Lane 765	END OF LANE	
767		RICHMOND	ROWENA PDE	Lane 768	
768		RICHMOND	Lane 767	END OF LANE	
769		RICHMOND	ROGERS ST	END OF LANE	
770		RICHMOND	ROGERS ST	Lane 771	
771		RICHMOND	ROWENA PDE	Lane 773	
772		RICHMOND	Lane 771	END OF LANE	
773		RICHMOND	Lane 771	Lane 774	
774		RICHMOND	Lane 773	END OF LANE	
775		RICHMOND	ROWENA PDE	END OF LANE	
776		RICHMOND	LENNOX ST	END OF LANE	
777		RICHMOND	FIREBELL LANE	END OF LANE	
778		RICHMOND	RICHMOND TCE	END OF LANE	
779		RICHMOND	RICHMOND TCE	MONTGOMERY ST	
780		RICHMOND	MONTGOMERY ST	END OF LANE	
781		RICHMOND	SUTTON GR	Lane 782	
782		RICHMOND	WOODLAWN ST	END OF LANE	
783		RICHMOND	TENNYSON ST	END OF LANE	
784		RICHMOND	TENNYSON ST	END OF LANE	
785		RICHMOND	WANGARATTA ST	Lane 786	
786		RICHMOND	Lane 785	END OF LANE	
787		RICHMOND	BOTHERAMBO ST	END OF LANE	
788		RICHMOND	LENNOX ST	END OF LANE	
789		RICHMOND	LENNOX ST	END OF LANE	
790		RICHMOND	WUSTGMANN ST	END OF LANE	
791		RICHMOND	ALLOWAH TCE	END OF LANE	
792		RICHMOND	Lane 791	Lane 793	
793		RICHMOND	Lane 792	END OF LANE	
794		RICHMOND	ALLOWAH TCE	PELUSO ST	
795		RICHMOND	PELUSO ST	END OF LANE	
796		RICHMOND	WALTHAM ST	END OF LANE	
797		RICHMOND	WALTHAM ST	END OF LANE	
798		RICHMOND	GOODWOOD ST	END OF LANE	
799		RICHMOND	LENNOX ST	END OF LANE	
800		RICHMOND	ROWENA PDE	FIREBELL LANE	
801		RICHMOND	PORTLAND ST	END OF LANE	
802		RICHMOND	Lane 803	Lane 804	
803		RICHMOND	BERRY ST	Lane 802	
804		RICHMOND	BERRY ST	Lane 802	
805		RICHMOND	BERRY ST	END OF LANE	
806		RICHMOND	BERRY ST	HODGSON TCE	
807		RICHMOND	Lane 806	Lane 808	
808		RICHMOND	BERRY ST	HODGSON TCE	
809		RICHMOND	WALTHAM ST	HODGSON TCE	

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Lane Number	Lane Name	Suburb	From	To	Comments
810		RICHMOND	HODGSON TCE	END OF LANE	
811		RICHMOND	HODGSON TCE	END OF LANE	
812		RICHMOND	HODGSON TCE	END OF LANE	
813		RICHMOND	HODGSON TCE	END OF LANE	
814		RICHMOND	HODGSON TCE	END OF LANE	
815		RICHMOND	WALTHAM ST	Lane 816	
816		RICHMOND	Lane 815	END OF LANE	
817		RICHMOND	WALTHAM ST	Lane 818	
818		RICHMOND	Lane 817	END OF LANE	
819		RICHMOND	WALTHAM ST	Lane 820	
820		RICHMOND	Lane 819	END OF LANE	
821		RICHMOND	DARLINGTON PDE	END OF LANE	
822		RICHMOND	FIREBELL LANE	RICHMOND TCE	
823		RICHMOND	RICHMOND TCE	END OF LANE	
824		RICHMOND	CARROLL ST	END OF LANE	
825		RICHMOND	RICHMOND TCE	END OF LANE	
826		RICHMOND	CLIFTON ST	END OF LANE	
827		RICHMOND	WAVERLEY ST	END OF LANE	
828		RICHMOND	GIPPS ST	END OF LANE	
829		RICHMOND	GIPPS ST	END OF LANE	
830		RICHMOND	CLIFTON ST	END OF LANE	
831		RICHMOND	STANLEY ST	END OF LANE	
832		RICHMOND	WAVERLEY ST	END OF LANE	
833		RICHMOND	DICKMANN ST	Lane 834	
834		RICHMOND	Lane 833	END OF LANE	
835		RICHMOND	LENNOX ST	END OF LANE	
836		RICHMOND	CARROLL ST	END OF LANE	
837		RICHMOND	CARROLL ST	END OF LANE	
838		RICHMOND	STANLEY ST	END OF LANE	
839		RICHMOND	STANLEY ST	END OF LANE	
840		RICHMOND	DANDO ST	Lane 841	
841		RICHMOND	Lane 840	END OF LANE	
842		RICHMOND	DANDO ST	END OF LANE	
843		RICHMOND	DANDO ST	END OF LANE	
844		RICHMOND	CLIFTON ST	END OF LANE	
845		RICHMOND	WAVERLEY ST	Lane 846	
846		RICHMOND	Lane 845	END OF LANE	
847		RICHMOND	BOWEN ST	END OF LANE	
848		RICHMOND	DICKMANN ST	END OF LANE	
849		RICHMOND	TULLO PL	END OF LANE	
850		RICHMOND	WATERLOO PL	END OF LANE	
851		RICHMOND	WATERLOO PL	LYNDHURST ST	
852		RICHMOND	HOSIE ST	END OF LANE	
853		RICHMOND	HOSIE ST	END OF LANE	
854		RICHMOND	MARY ST	END OF LANE	
855		RICHMOND	MARY ST	COPPIN ST	
856		RICHMOND	FRANCIS ST	Lane 855	
857		RICHMOND	FRANCIS ST	Lane 855	
858		RICHMOND	FRANCIS ST	SHEEDY ST	
859		RICHMOND	ABINGER ST	END OF LANE	
860		RICHMOND	ABINGER ST	END OF LANE	
861		RICHMOND	Lane 0	END OF LANE	
862		RICHMOND	LYNDHURST ST	END OF LANE	
863		RICHMOND	ABINGER ST	END OF LANE	
864		RICHMOND	ABINGER PL	END OF LANE	
865		RICHMOND	ABINGER PL	Lane 866	
866		RICHMOND	COPPIN ST	Lane 865	
867		RICHMOND	MARY ST	THERESA ST	
868		RICHMOND	Lane 867	END OF LANE	
869		RICHMOND	THERESA ST	Lane 868	
870		RICHMOND	MARY ST	END OF LANE	
871		RICHMOND	WALL ST	THERESA ST	
872		RICHMOND	Lane 871	END OF LANE	
873		RICHMOND	COPPIN ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
874		RICHMOND	Lane 873	Lane 876	
875		RICHMOND	LORD ST	END OF LANE	
876		RICHMOND	Lane 874	Lane 877	
877		RICHMOND	Lane 876	Lane 879	
878		RICHMOND	ABINGER ST	Lane 879	
879		RICHMOND	Lane 878	Lane 880	
880		RICHMOND	ABINGER ST	Lane 879	
881	REEVES LA	RICHMOND	ABINGER ST	Lane 882	
882	REEVES LA	RICHMOND	Lane 881	Lane 883	
883	REEVES LA	RICHMOND	ABINGER ST	Lane 882	
884		RICHMOND	LORD ST	Lane 885	
885		RICHMOND	Lane 884	END OF LANE	
886		RICHMOND	MURRAY ST	END OF LANE	
887		RICHMOND	MURRAY ST	END OF LANE	
888		RICHMOND	BRADY ST	Lane 889	
889		RICHMOND	Lane 888	Lane 890	
890		RICHMOND	Lane 889	Lane 891	
891		RICHMOND	LORD ST	Lane 890	
892		RICHMOND	Lane 893	END OF LANE	
893		RICHMOND	LORD ST	END OF LANE	
894		RICHMOND	HUNTER ST	Lane 895	
895		RICHMOND	Lane 894	END OF LANE	
896		RICHMOND	FRASER ST	END OF LANE	
897		RICHMOND	FRASER ST	END OF LANE	
898		RICHMOND	NEPTUNE ST	END OF LANE	
899		RICHMOND	FRASER ST	Lane 900	
900		RICHMOND	Lane 899	END OF LANE	
901		RICHMOND	NEPTUNE ST	Lane 900	
902		RICHMOND	Lane 901	Lane 903	
903		RICHMOND	NEPTUNE ST	Lane 902	
904		RICHMOND	NEPTUNE ST	Lane 905	
905		RICHMOND	Lane 904	Lane 906	
906		RICHMOND	CORSAIR ST	Lane 905	
907		RICHMOND	BURNLEY ST	NEPTUNE ST	
908		RICHMOND	NEPTUNE ST	Lane 909	
909		RICHMOND	Lane 908	END OF LANE	
910		RICHMOND	MARY ST	GEORGE ST	
911		RICHMOND	MARY ST	END OF LANE	
912		RICHMOND	GEORGE ST	PARKER ST	
913		RICHMOND	Lane 912	END OF LANE	
914		RICHMOND	CHURCH ST	McGRATH CRT	
915		RICHMOND	PARKER ST	Lane 917	
916		RICHMOND	Lane 917	END OF LANE	
917		RICHMOND	CHARLES ST	Lane 916	
918		RICHMOND	CHARLES ST	END OF LANE	
919		RICHMOND	ELM GROVE	CHARLOTTE ST	
920		RICHMOND	CHARLOTTE ST	Lane 921	
921		RICHMOND	Lane 920	END OF LANE	
922		RICHMOND	MARY ST	END OF LANE	
923		RICHMOND	SWAN ST	Lane 924	
924		RICHMOND	Lane 923	END OF LANE	
925		RICHMOND	CHARLOTTE ST	END OF LANE	
926		RICHMOND	SWAN ST	Lane 927	
927		RICHMOND	Lane 926	END OF LANE	
928	Yan Lane	RICHMOND	SWAN ST	Lane 929	
929	Yan Lane	RICHMOND	Lane 928	END OF LANE	
930		RICHMOND	CHARLES ST	END OF LANE	
931		RICHMOND	CHARLES ST	END OF LANE	
932	Wall Place	RICHMOND	WALL ST	Lane 933	
933	Wall Place	RICHMOND	Lane 932	END OF LANE	
934		RICHMOND	COPPIN ST	END OF LANE	
935		RICHMOND	COPPIN ST	END OF LANE	
936		RICHMOND	BENSON ST	END OF LANE	
937		RICHMOND	BENSON ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
938		RICHMOND	BENSON ST	Lane 939	
939		RICHMOND	MARY ST	BELL ST	
940		RICHMOND	COPPIN ST	BELL ST	
941		RICHMOND	Lane 0	END OF LANE	
942		RICHMOND	COPPIN ST	BELL ST	
943		RICHMOND	DUKE ST	END OF LANE	
944		RICHMOND	DUKE ST	LORD ST	
945		RICHMOND	LORD ST	END OF LANE	
946		RICHMOND	DUKE ST	Lane 947	
947		RICHMOND	Lane 946	Lane 948	
948		RICHMOND	DUKE ST	Lane 947	
949		RICHMOND	BOYD ST	Lane 950	
950		RICHMOND	GLASS ST	Lane 949	
951		RICHMOND	GLASS ST	END OF LANE	
952		RICHMOND	GLASS ST	Lane 954	
953		RICHMOND	LORD ST	Lane 954	
954		RICHMOND	Lane 952	END OF LANE	
955		RICHMOND	LORD ST	END OF LANE	
956		RICHMOND	CANTERBURY ST	Lane 957	
957		RICHMOND	Lane 956	END OF LANE	
958		RICHMOND	CANTERBURY ST	Lane 959	
959		RICHMOND	Lane 958	END OF LANE	
960		RICHMOND	CANTERBURY ST	Lane 961	
961		RICHMOND	NEWRY ST	Lane 960	
962		RICHMOND	CANTERBURY ST	END OF LANE	
963		RICHMOND	NEWRY ST	END OF LANE	
964		RICHMOND	GLASS ST	Lane 965	
965		RICHMOND	Lane 964	END OF LANE	
966		RICHMOND	GLASS ST	EDINBURGH ST	
967		RICHMOND	Lane 966	END OF LANE	
968		RICHMOND	BEISSEL ST	END OF LANE	
969		RICHMOND	CANTERBURY ST	Lane 970	
970		RICHMOND	Lane 969	END OF LANE	
971		RICHMOND	BEISSEL ST	END OF LANE	
972		RICHMOND	NEWRY ST	END OF LANE	
973		RICHMOND	CANTERBURY ST	END OF LANE	
974		RICHMOND	CANTERBURY ST	Lane 975	
975		RICHMOND	BEISSEL ST	END OF LANE	
976		RICHMOND	BEISSEL ST	Lane 977	
977		RICHMOND	Lane 976	END OF LANE	
978		RICHMOND	BURNLEY ST	TYPE ST	
979		RICHMOND	DICKENS ST	Lane 978	
980		RICHMOND	DICKENS ST	Lane 978	
981		RICHMOND	DICKENS ST	END OF LANE	
982		RICHMOND	TYPE ST	Lane 983	
983		RICHMOND	Lane 982	Lane 984	
984		RICHMOND	Lane 983	END OF LANE	
985		RICHMOND	STILLMAN ST	END OF LANE	
986		RICHMOND	STILLMAN ST	END OF LANE	
987		RICHMOND	STILLMAN ST	END OF LANE	
988		RICHMOND	BOLAND ST	END OF LANE	
989		RICHMOND	BOLAND ST	Lane 990	
990		RICHMOND	Lane 989	END OF LANE	
991		RICHMOND	BOLAND ST	END OF LANE	
992		RICHMOND	TYPE ST	END OF LANE	
993		RICHMOND	GLASSHOUSE ST	END OF LANE	
994	DOVE PL	RICHMOND	TYPE ST	END OF LANE	
995		RICHMOND	MITCHELL ST	END OF LANE	
996		RICHMOND	STAWELL ST	Lane 997	
997		RICHMOND	Lane 996	END OF LANE	
998		RICHMOND	BLISS ST	END OF LANE	
999		RICHMOND	Lane R407	END OF LANE	
1000		RICHMOND	BUNTING ST	Lane 1001	
1001		RICHMOND	Lane 1000	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1002		RICHMOND	CUTTER ST	Lane 1004	
1003		RICHMOND	Lane 1002	END OF LANE	
1004		RICHMOND	Lane 1002	END OF LANE	
1005		RICHMOND	BUNTING ST	END OF LANE	
1006		RICHMOND	BURNLEY ST	CUTTER ST	
1007		RICHMOND	CUTTER ST	STAWELL ST	
1008		RICHMOND	STAWELL ST	BELGRAVIA ST	
1009		RICHMOND	FARMER ST	END OF LANE	
1010		RICHMOND	BELGRAVIA ST	Lane 1012	
1011		RICHMOND	Lane 1012	END OF LANE	
1012		RICHMOND	QUEEN ST	Lane 1010	
1013		RICHMOND	QUEEN ST	BENDIGO ST	
1014		RICHMOND	MOORE ST	END OF LANE	
1015		RICHMOND	MOORE ST	KHARTOUM ST	
1016		RICHMOND	WESTBANK TCE	PARK AVE	
1017		RICHMOND	PARK AVE	END OF LANE	
1018		RICHMOND	Lane 1019	END OF LANE	
1019		RICHMOND	CAMPBELL ST	Lane 1018	
1020		RICHMOND	Lane 1021	END OF LANE	
1021		RICHMOND	PARK ST	Lane 1020	
1022		RICHMOND	PARK ST	Lane 1023	
1023		RICHMOND	Lane 1022	END OF LANE	
1024		RICHMOND	BELLEVUE ST	Lane 1025	
1025		RICHMOND	Lane 1024	END OF LANE	
1026		RICHMOND	BROOKS ST	END OF LANE	
1027		RICHMOND	BROOKS ST	END OF LANE	
1028		RICHMOND	BROOKS ST	END OF LANE	
1029		RICHMOND	BROOKS ST	END OF LANE	
1030		RICHMOND	Lane 1032	END OF LANE	
1031		RICHMOND	SURVEY ST	Lane 1032	
1032		RICHMOND	Lane 1031	Lane 1033	
1033		RICHMOND	SURVEY ST	Lane 1032	
1034		RICHMOND	SURVEY ST	KIMBER ST	
1035		RICHMOND	Lane 1034	END OF LANE	
1036		RICHMOND	KIMBER ST	END OF LANE	
1037		RICHMOND	KIMBER ST	Lane 1038	
1038		RICHMOND	BENDIGO ST	PARK GVE	
1039		RICHMOND	WELLINGTON ST	HUCKERBY ST	
1040		CREMORNE	WELLINGTON ST	END OF LANE	
1041		CREMORNE	Lane 1040	END OF LANE	
1042		CREMORNE	JESSIE ST	END OF LANE	
1043		CREMORNE	LORETTO ST	END OF LANE	
1044		CREMORNE	JESSIE ST	Lane 1045	
1045		CREMORNE	JESSIE ST	Lane 1044	
1046		CREMORNE	Lane 1047	END OF LANE	
1047		RICHMOND	JESSIE ST	CREMORNE ST	
1048		CREMORNE	WELLINGTON ST	Lane 1049	
1049		CREMORNE	Lane 1048	END OF LANE	
1050		CREMORNE	KELSO ST	END OF LANE	
1051		CREMORNE	PARKINS LANE	END OF LANE	
1052		RICHMOND	CREMORNE ST	Lane 1053	
1053		RICHMOND	Lane 1052	END OF LANE	
1054		RICHMOND	PARKINS LANE	END OF LANE	
1055		CREMORNE	KELSO ST	END OF LANE	
1056		RICHMOND	GOUGH PL	END OF LANE	
1057		CREMORNE	GOUGH PL	MELROSE ST	
1058		CREMORNE	GOUGH ST	Lane 1057	
1059		CREMORNE	MELROSE ST	Lane 1060	
1060		CREMORNE	GOUGH ST	Lane 1059	
1061		CREMORNE	KELSO ST	END OF LANE	
1062		CREMORNE	DOVER ST	Lane 1063	
1063		CREMORNE	Lane 1062	END OF LANE	
1064		CREMORNE	FITZGIBBON ST	END OF LANE	
1065		CREMORNE	DOVER ST	Lane 1066	

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Lane Number	Lane Name	Suburb	From	To	Comments
1066		CREMORNE	Lane 1065	END OF LANE	
1067		CREMORNE	CUBITT ST	END OF LANE	
1068		CREMORNE	GWYNNE ST	END OF LANE	
1069		RICHMOND	CUBITT ST	Lane 1070	
1070		RICHMOND	Lane 1069	END OF LANE	
1071		CREMORNE	GWYNNE ST	END OF LANE	
1072		CREMORNE	CUBITT ST	Lane 1073	
1073		CREMORNE	Lane 1072	END OF LANE	
1074		CREMORNE	KELSO ST	END OF LANE	
1075		RICHMOND	KELSO ST	END OF LANE	
1076		CREMORNE	VICTORIA AVE	Lane 1077	
1077		RICHMOND	Lane 1076	END OF LANE	
1078		CREMORNE	Lane 1079	END OF LANE	
1079		CREMORNE	BALMAIN ST	Lane 1078	
1080		RICHMOND	BENT ST	JACKSON ST	
1081		CREMORNE	KELSO ST	Lane 1083	
1082		RICHMOND	KELSO ST	END OF LANE	
1083		CREMORNE	DOVER ST	Lane 1081	
1084		CREMORNE	DOVER ST	Lane 1085	
1085		CREMORNE	Lane 1084	END OF LANE	
1086		CREMORNE	DOVER ST	END OF LANE	
1087		CREMORNE	BALMAIN ST	END OF LANE	
1088		CREMORNE	DOVER ST	CUBITT ST	
1089		CREMORNE	BENT ST	Lane 1088	
1090		CREMORNE	DICKMANN ST	CUBITT ST	
1091		CREMORNE	CUBITT ST	GWYNNE ST	
1092		CREMORNE	CUBITT ST	GWYNNE ST	
1093		RICHMOND	KIPLING ST	END OF LANE	
1094		CREMORNE	RAILWAY PL	END OF LANE	
1095		CREMORNE	SWAN ST	END OF LANE	
1096		RICHMOND	SHAKESPEARE PL	Lane 1097	
1097		RICHMOND	SHAKESPEARE PL	END OF LANE	
1098		CREMORNE	ADOLPH ST	END OF LANE	
1099		CREMORNE	Lane 1098	Lane 1100	
1100		CREMORNE	Lane 1099	END OF LANE	
1101		CREMORNE	DUNN ST	END OF LANE	
1102		CREMORNE	DUNN ST	END OF LANE	
1103		CREMORNE	STEPHENSON ST	Lane 1104	
1104		CREMORNE	Lane 1103	END OF LANE	
1105		RICHMOND	STEPHENSON ST	Lane 1106	
1106		RICHMOND	Lane 1105	END OF LANE	
1107		RICHMOND	STEPHENSON ST	Lane 1108	
1108		RICHMOND	Lane 1107	END OF LANE	
1109		CREMORNE	RAILWAY PL	CHAPEL ST	
1110		CREMORNE	CHAPEL ST	ADELAIDE ST	
1111		CREMORNE	ADELAIDE ST	BALMAIN ST	
1112		CREMORNE	Lane 1111	END OF LANE	
1113		CREMORNE	BALMAIN ST	ELECTRIC ST	
1114		RICHMOND	WALNUT ST	END OF LANE	
1115		CREMORNE	WALNUT ST	Lane 1116	
1116		CREMORNE	BALMAIN ST	Lane 1115	
1117		CREMORNE	WALNUT ST	END OF LANE	
1118		RICHMOND	Lane 1119	END OF LANE	
1119		RICHMOND	SWAN ST	LITTLE LESNEY ST	
1120		RICHMOND	CHURCH ST	LITTLE LESNEY ST	
1121		RICHMOND	BRIGHTON ST	END OF LANE	
1122		RICHMOND	LITTLE LESNEY ST	Lane 1123	
1123		RICHMOND	HARVEY ST	Lane 1122	
1124		RICHMOND	HARVEY ST	MARY ST	
1125		RICHMOND	LESNEY ST	END OF LANE	
1126		RICHMOND	LESNEY ST	Lane 1127	
1127	Little James St	RICHMOND	MARY ST	BRIGHTON ST	
1128		RICHMOND	JAMES ST	END OF LANE	
1129		RICHMOND	JAMES ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1131		RICHMOND	JAMES ST	Lane 1132	
1132		RICHMOND	MARY ST	BRIGHTON ST	
1133		RICHMOND	ROSE ST	Lane 1132	
1134		RICHMOND	SANDERS PL	END OF LANE	
1135		RICHMOND	SANDERS PL	ALBERT ST	
1136		RICHMOND	SANDERS PL	ALBERT ST	
1137		RICHMOND	ROSE ST	DAVIS ST	
1138		RICHMOND	ALBERT ST	GIBBONS ST	
1139		RICHMOND	ALBERT ST	GIBBONS ST	
1140		RICHMOND	KINGSTON ST	END OF LANE	
1141		RICHMOND	COTTER ST	END OF LANE	
1142		RICHMOND	COTTER ST	END OF LANE	
1143		RICHMOND	BURGESS ST	Lane 1144	
1144		RICHMOND	MARY ST	BRIGHTON ST	
1145		RICHMOND	COTTER ST	Lane 1144	
1146		RICHMOND	COTTER ST	Lane 1147	
1147		RICHMOND	CHURCH ST	BRIGHTON ST	
1148		RICHMOND	COTTER ST	Lane 1147	
1149		RICHMOND	AMSTERDAM ST	Lane 1147	
1150		RICHMOND	AMSTERDAM ST	Lane 1147	
1151		RICHMOND	COTTER ST	Lane 1152	
1152		RICHMOND	MARY ST	BRIGHTON ST	
1153		RICHMOND	AMSTERDAM ST	Lane 1152	
1154		RICHMOND	AMSTERDAM ST	WILLOW LA	
1155		RICHMOND	AMSTERDAM ST	END OF LANE	
1156		RICHMOND	AMSTERDAM ST	WILLOW LA	
1157		RICHMOND	WILLOW LA	YORKSHIRE ST	
1158		RICHMOND	WILLOW LA	YORKSHIRE ST	
1159		RICHMOND	HOWARD ST	Lane 1160	
1160		RICHMOND	Lane 1159	Lane 1161	
1161		RICHMOND	HOWARD ST	Lane 1160	
1162		RICHMOND	HOWARD ST	END OF LANE	
1163		RICHMOND	YORKSHIRE ST	Lane 1164	
1164		RICHMOND	BRIGHTON ST	Lane 1163	
1165		RICHMOND	YORKSHIRE ST	Lane 1166	
1166		RICHMOND	DURHAM ST	Lane 1165	
1167		RICHMOND	MARY ST	Lane 1168	
1168		RICHMOND	Lane 1167	END OF LANE	
1169		RICHMOND	SWAN ST	END OF LANE	
1170		RICHMOND	SWAN ST	END OF LANE	
1171		RICHMOND	MADDEN GR	ROSE ST	
1172		RICHMOND	ROONEY ST	Lane 1171	
1173		RICHMOND	ROSE ST	BARKLY AVE	
1174		RICHMOND	SWAN ST	END OF LANE	
1175		RICHMOND	SWAN ST	END OF LANE	
1176		RICHMOND	MADDEN GR	END OF LANE	
1177		BURNLEY	STAWELL ST	Lane 1178	
1178		BURNLEY	Lane 1177	END OF LANE	
1179		BURNLEY	ADAM ST	END OF LANE	
1180	Gumbri Lane	BURNLEY	Lane 1181	END OF LANE	
1181	Gumbri Lane	BURNLEY	WEST ST	Lane 1180	
1182		BURNLEY	UTOPIA PL	END OF LANE	
1183		BURNLEY	CHERRILL ST	END OF LANE	
1184		BURNLEY	CHERRILL ST	END OF LANE	
1185	ST.LOUIS Pl	BURNLEY	CHERRILL ST	END OF LANE	
1186		BURNLEY	STAWELL ST	GIBDON ST	
1187		BURNLEY	STAWELL ST	END OF LANE	
1188		BURNLEY	GIBDON ST	Lane 1189	
1189		BURNLEY	Lane 1190	END OF LANE	
1190		BURNLEY	GIBDON ST	Lane 1189	
1191		BURNLEY	PARKVILLE ST	Lane 1192	
1192		BURNLEY	Lane 1191	END OF LANE	
1193		BURNLEY	Lane 1191	END OF LANE	
1194	Barrow Place	BURNLEY	GIBDON ST	Lane 1195	

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Lane Number	Lane Name	Suburb	From	To	Comments
1195	Barrow Place	BURNLEY	Lane 1194	END OF LANE	
1300		PRINCES HILL	PARK ST	LANG ST	
1300.1		PRINCES HILL	Lane 1300.1	END OF LANE	
1301		PRINCES HILL	PARK ST	LANG ST	
1302		NORTH CARLTON	LANG ST	END OF LANE	
1303		NORTH CARLTON	PARK ST	LANG ST	
1304		PRINCES HILL	BOWEN CR	Lane 1304.1	
1304.1		PRINCES HILL	LANG ST	Lane 1304	
1304.2		PRINCES HILL	LANG ST	Lane 1304	
1305		PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1306		PRINCES HILL	GARTON ST	Lane 1305	
1307		PRINCES HILL	GARTON ST	END OF LANE	
1308		PRINCES HILL	Lane 1305	Lane 1308.1	
1308.1		PRINCES HILL	Lane 1305	END OF LANE	
1309		PRINCES HILL	GARTON ST	Lane 1309.1	
1309.1		PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1310		PRINCES HILL	PIGDON ST	GARTON ST	
1310.1		PRINCES HILL	Lane 1310	Lane 1310.2	
1310.2		PRINCES HILL	Lane 1310.1	END OF LANE	
1311		PRINCES HILL	PIGDON ST	PATERSON ST	
1312		PRINCES HILL	PATERSON ST	END OF LANE	
1313		PRINCES HILL	PATERSON ST	END OF LANE	
1314		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1315		PRINCES HILL	RICHARDSON ST	END OF LANE	
1316		PRINCES HILL	RICHARDSON ST	END OF LANE	
1317		PRINCES HILL	RICHARDSON ST	END OF LANE	
1318		PRINCES HILL	RICHARDSON ST	Lane 1319	
1318.1		PRINCES HILL	Lane 1319	MACPHERSON ST	
1319		PRINCES HILL	GARTON ST	ARNOLD ST	
1320		PRINCES HILL	PIGDON ST	PATERSON ST	
1320.1		PRINCES HILL	Lane 1320	END OF LANE	
1320.2		PRINCES HILL	Lane 1329	END OF LANE	
1321		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1321.1		PRINCES HILL	Lane 1321	Lane 1321.2	
1321.2		PRINCES HILL	Lane 1321.1	END OF LANE	
1322		PRINCES HILL	PATERSON ST	END OF LANE	
1323		PRINCES HILL	Lane 1323	END OF LANE	
1323.1		PRINCES HILL	RICHARDSON ST	Lane 1323.1	
1324		PRINCES HILL	RICHARDSON ST	Lane 1325	
1324.1		PRINCES HILL	Lane 1324	Lane 1324.2	
1324.2		PRINCES HILL	RICHARDSON ST	Lane 1324.1	
1324.3		PRINCES HILL	MACPHERSON ST	Lane 1325	
1325		PRINCES HILL	ARNOLD ST	WILSON ST	
1326		PRINCES HILL	Lane 1326	END OF LANE	
1326.1		PRINCES HILL	Lane 1324.3	Lane 1326.1	
1327		PRINCES HILL	Lane 1324.3	Lane 1327.1	
1327.1		PRINCES HILL	Lane 1327	END OF LANE	
1328	MUNNERING LANE	PRINCES HILL	PIGDON ST	PATERSON ST	
1329		PRINCES HILL	Lane 1328	END OF LANE	
1330		PRINCES HILL	McILWRAITH ST	Lane 1328	
1330.1		PRINCES HILL	Lane 1330	END OF LANE	
1331		PRINCES HILL	Lane 1330	END OF LANE	
1332	Keeley Place	PRINCES HILL	PARK ST	HOLTON ST EAST	
1333	Bouganville Place	PRINCES HILL	LYGON ST	Lane 1332	
1334	Bouganville Place	PRINCES HILL	McILWRAITH ST	Lane 1332	
1335	Keely Place	PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1336		PRINCES HILL	Lane 1335	END OF LANE	
1337		PRINCES HILL	Lane 1335	END OF LANE	
1338	Keeley Ln	PRINCES HILL	PIGDON ST	PATERSON ST	
1339		PRINCES HILL	Lane 2028	END OF LANE	
1340		PRINCES HILL	Lane 1338	Lane 1340.1	
1340.1		PRINCES HILL	PATERSON ST	Lane 1340	
1341		PRINCES HILL	Lane 1338	END OF LANE	
1342		PRINCES HILL	Lane 1342.1	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1342.1		PRINCES HILL	PATERSON ST	Lane 1342	
1343		PRINCES HILL	PATERSON ST	END OF LANE	
1344		PRINCES HILL	PATERSON ST	END OF LANE	
1345	MUNNERING LANE	PRINCES HILL	PATERSON ST	RICHARDSON ST	
1346		PRINCES HILL	Lane 1345	Lane 1346.1	
1346.1		PRINCES HILL	Lane 1346	END OF LANE	
1347	MUNNERING LANE	PRINCES HILL	RICHARDSON ST	Lane 1349	
1348	MUNNERING LANE	PRINCES HILL	MACPHERSON ST	Lane 1349	
1349		PRINCES HILL	McILWRAITH ST	WILSON ST	
1350		PRINCES HILL	Lane 1348	Lane 1350.1	
1350.1		PRINCES HILL	Lane 1350	END OF LANE	
1351		PRINCES HILL	Lane 1351.1	END OF LANE	
1351.1		PRINCES HILL	Lane 1347	Lane 1351	
1351.2		PRINCES HILL	McILWRAITH ST	END OF LANE	
1352		PRINCES HILL	Lane 1348	Lane 1352.1	
1352.1		PRINCES HILL	Lane 1352	END OF LANE	
1353		PRINCES HILL	Lane 1348	Lane 1353.1	
1353.1		PRINCES HILL	Lane 1353	END OF LANE	
1354		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1355		PRINCES HILL	RICHARDSON ST	Lane 1355.1	
1355.1		PRINCES HILL	Lane 1355	END OF LANE	
1356		PRINCES HILL	Lane 1354	END OF LANE	
1357		PRINCES HILL	RICHARDSON ST	END OF LANE	
1358		PRINCES HILL	RICHARDSON ST	MACPHERSON ST	
1359		PRINCES HILL	McILWRAITH ST	Lane 1358	
1360		PRINCES HILL	McILWRAITH ST	Lane 1358	
1361		PRINCES HILL	LYGON ST	Lane 1358	
1362		PRINCES HILL	Lane 1361	END OF LANE	
1363		PRINCES HILL	Lane 1358	Lane 1361.1	
1363.1		PRINCES HILL	Lane 1361	END OF LANE	
1364		NORTH CARLTON	PARK ST	PIGDON ST	
1365		NORTH CARLTON	PARK ST	PIGDON ST	
1366		NORTH CARLTON	PIGDON ST	END OF LANE	
1367		NORTH CARLTON	PARK ST	PIGDON ST	
1368		NORTH CARLTON	PARK ST	PIGDON ST	
1369		NORTH CARLTON	AMESS ST	Lane 1368	
1370		NORTH CARLTON	PIGDON ST	END OF LANE	
1371		NORTH CARLTON	PARK ST	PIGDON ST	
1372		NORTH CARLTON	CANNING ST	Lane 1371	
1373		NORTH CARLTON	STATION ST	Lane 1371	
1374		NORTH CARLTON	PARK ST	PIGDON ST	
1375		NORTH CARLTON	Lane 1374	Lane 1375.1	
1375.1		NORTH CARLTON	Lane 1375	END OF LANE	
1376		NORTH CARLTON	MARY ST	END OF LANE	
1377		NORTH CARLTON	MARY ST	END OF LANE	
1378		NORTH CARLTON	PIGDON ST	END OF LANE	
1379		NORTH CARLTON	PIGDON ST	HUGHES ST	
1380		NORTH CARLTON	Lane 1379	Lane 1381	
1381		NORTH CARLTON	PIGDON ST	HUGHES ST	
1382		NORTH CARLTON	HUGHES ST	END OF LANE	
1383		NORTH CARLTON	PIGDON ST	END OF LANE	
1384		NORTH CARLTON	PIGDON ST	END OF LANE	
1385		NORTH CARLTON	Lane 1384	END OF LANE	
1386		NORTH CARLTON	PIGDON ST	Lane 1387	
1387		NORTH CARLTON	Lane 1386	Lane 1387.1	
1387.1		NORTH CARLTON	RICHARDSON ST	Lane 1387	
1388		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1389		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1390		NORTH CARLTON	AMESS ST	Lane 1389	
1391		NORTH CARLTON	RATHDOWNE ST	Lane 1389	
1392		NORTH CARLTON	AMESS ST	END OF LANE	
1393		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1393.1		NORTH CARLTON	Lane 1393	Lane 1393.2	
1393.2		NORTH CARLTON	PIGDON ST	Lane 1393.1	

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Lane Number	Lane Name	Suburb	From	To	Comments
1394		NORTH CARLTON	CANNING ST	Lane 1393	
1395		NORTH CARLTON	AMESS ST	Lane 1393	
1396		NORTH CARLTON	CANNING ST	Lane 1397	
1397		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1398		NORTH CARLTON	STATION ST	Lane 1397	
1399		NORTH CARLTON	CANNING ST	Lane 1397	
1400		NORTH CARLTON	STATION ST	Lane 1401	
1401		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1402		NORTH CARLTON	PIGDON ST	END OF LANE	
1403		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1404		NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1405	TAPLIN PL	NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1406		NORTH CARLTON	STATION ST	Lane 1405	
1407		NORTH CARLTON	STATION ST	Lane 1405	
1408		NORTH CARLTON	STATION ST	END OF LANE	
1409		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1410		NORTH CARLTON	Lane 1409	Lane 1410	
1411		NORTH CARLTON	Lane 1410	END OF LANE	
1412		NORTH CARLTON	AMESS ST	END OF LANE	
1413		NORTH CARLTON	AMESS ST	Lane 1414	
1414		NORTH CARLTON	RICHARDSON ST	Lane 1413	
1415		NORTH CARLTON	RICHARDSON ST	Lane 1416	
1416		NORTH CARLTON	Lane 1415	END OF LANE	
1417		NORTH CARLTON	Lane 1418	END OF LANE	
1418		NORTH CARLTON	MACPHERSON ST	Lane 1417	
1419	Fletcher Lane	NORTH CARLTON	RATHDOWNE ST	Lane 1420	
1420	Fletcher Lane	NORTH CARLTON	Lane 1419	END OF LANE	
1421		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1422		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1423		NORTH CARLTON	Lane 1424	Lane 1425	
1424		NORTH CARLTON	MACPHERSON ST	Lane 1423	
1425		NORTH CARLTON	MACPHERSON ST	Lane 1423	
1426		NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1427		NORTH CARLTON	Lane 1428	END OF LANE	
1428		NORTH CARLTON	MACPHERSON ST	Lane 1427	
1429		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1430		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1431		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1432		NORTH CARLTON	Lane 1433	END OF LANE	
1433		NORTH CARLTON	RICHARDSON ST	Lane 1432	
1434		NORTH CARLTON	Lane 1435	Lane 1437	
1435		NORTH CARLTON	Lane 1435.1	Lane 1434	
1435.1		NORTH CARLTON	FENWICK ST	Lane 1435	
1436		NORTH CARLTON	FENWICK ST	Lane 1436.1	
1436.1		NORTH CARLTON	Lane 1434	Lane 1436	
1437		NORTH CARLTON	Lane 1439	Lane 1434	
1438		NORTH CARLTON	Lane 1438.1	END OF LANE	
1438.1		NORTH CARLTON	Lane 1440	Lane 1434	
1439		NORTH CARLTON	RICHARDSON ST	Lane 1438	
1440		NORTH CARLTON	MACPHERSON ST	Lane 1438	
1441		NORTH CARLTON	HERBERT ST	END OF LANE	
1442		NORTH CARLTON	HERBERT ST	END OF LANE	
1443		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1444		NORTH CARLTON	MACPHERSON ST	Lane 1445	
1445		NORTH CARLTON	Lane 1444	END OF LANE	
1446		NORTH CARLTON	HERBERT ST	END OF LANE	
1447		NORTH CARLTON	HERBERT ST	END OF LANE	
1448		NORTH CARLTON	FENWICK ST	Lane 1451	
1449		NORTH CARLTON	FENWICK ST	Lane 1450	
1450		NORTH CARLTON	Lane 1449	Lane 1452	
1451		NORTH CARLTON	FENWICK ST	Lane 1448	
1452		NORTH CARLTON	Lane 1450	END OF LANE	
1453		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1454		NORTH CARLTON	AMESS ST	END OF LANE	

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1455		NORTH CARLTON	AMESS ST	END OF LANE	
1456		NORTH CARLTON	Lane 1457	Lane 1458	
1457		NORTH CARLTON	FENWICK ST	Lane 1456	
1458		NORTH CARLTON	FENWICK ST	Lane 1456	
1459		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1460		NORTH CARLTON	Lane 1464	END OF LANE	
1461		NORTH CARLTON	AMESS ST	Lane 1460	
1462		NORTH CARLTON	FENWICK ST	END OF LANE	
1463		NORTH CARLTON	AMESS ST	Lane 1464	
1464		NORTH CARLTON	Lane 1463	Lane 1460	
1465		NORTH CARLTON	MACPHERSON ST	Lane 1467	
1466		NORTH CARLTON	STATION ST	Lane 1465	
1467		NORTH CARLTON	STATION ST	END OF LANE	
1468		NORTH CARLTON	STATION ST	END OF LANE	
1469	TAPLIN PL	NORTH CARLTON	MACPHERSON ST	FENWICK ST	
1470		NORTH CARLTON	STATION ST	Lane 1469	
1471		NORTH CARLTON	FENWICK ST	CURTAIN ST	
1472		NORTH CARLTON	Lane 1476	Lane 1475	
1473		NORTH CARLTON	FENWICK ST	Lane 1476	
1474		NORTH CARLTON	FENWICK ST	Lane 1476	
1475		NORTH CARLTON	NICHOLSON ST	Lane 1472	
1476		NORTH CARLTON	Lane 1474	Lane 1473	
1477		NORTH CARLTON	CURTAIN ST	END OF LANE	
1478		NORTH CARLTON	CURTAIN ST	END OF LANE	
1479		NORTH CARLTON	SUTTON ST	Lane 1480	
1480		NORTH CARLTON	FENWICK ST	Lane 1479	
1481		NORTH CARLTON	EARL ST	Lane 1479	
1482		NORTH CARLTON	Lane 1483	END OF LANE	
1483		NORTH CARLTON	Lane 1482	END OF LANE	
1484		NORTH CARLTON	CURTAIN ST	END OF LANE	
1485		NORTH CARLTON	Lane 1482	Lane 1486	
1486		NORTH CARLTON	SUTTON ST	END OF LANE	
1487		NORTH CARLTON	SUTTON ST	Lane 1488	
1488		NORTH CARLTON	FENWICK ST	CURTAIN ST	
1489		NORTH CARLTON	SUTTON ST	Lane 1488	
1490	Davids Lane	NORTH CARLTON	Lane 1490.1	Lane 1490.2	
1490.1		NORTH CARLTON	Lane 1490	END OF LANE	
1490.2		NORTH CARLTON	Lane 1490	END OF LANE	
1490.3		NORTH CARLTON	Lane 1490	END OF LANE	
1490.4		NORTH CARLTON	Lane 1490	END OF LANE	
1491	Drummond Lane	NORTH CARLTON	RATHDOWNE ST	Lane 1491.1	
1491.1		NORTH CARLTON	CURTAIN ST	END OF LANE	
1491.2		NORTH CARLTON	Lane 1491	END OF LANE	
1491.3		NORTH CARLTON	CURTAIN ST	Lane 1491	
1491.4		NORTH CARLTON	Lane 1491	END OF LANE	
1492.1		NORTH CARLTON	SHAKESPEARE ST	END OF LANE	
1492.2		NORTH CARLTON	SHAKESPEARE ST	END OF LANE	
1492.3		NORTH CARLTON	Lane 1492.2	END OF LANE	
1492.4		NORTH CARLTON	Lane 1491.2	Lane 1492.1	
1493		NORTH CARLTON	Lane 1493.1	Lane 1493.4	
1493.1		NORTH CARLTON	CURTAIN ST	Lane 1493	
1493.2		NORTH CARLTON	CURTAIN ST	Lane 1493	
1493.3		NORTH CARLTON	Lane 1493.1	Lane 1493.2	
1493.4		NORTH CARLTON	Lane 1493.3	Lane 1493.5	
1493.5		NORTH CARLTON	SHAKESPEARE ST	Lane 1493.4	
1493.6		NORTH CARLTON	Lane 1493	Lane 1493.3	
1494		NORTH CARLTON	CURTAIN ST	END OF LANE	
1495		NORTH CARLTON	RESERVE ST	Lane 1494	
1496		NORTH CARLTON	DRUMMOND ST	Lane 1498	
1497		NORTH CARLTON	RESERVE ST	Lane 1498	
1498		NORTH CARLTON	CURTAIN ST	END OF LANE	
1499		NORTH CARLTON	CURTAIN ST	END OF LANE	
1500		NORTH CARLTON	CURTAIN ST	Lane 1500.1	
1500.1		NORTH CARLTON	Lane 1500	Lane 1500.2	

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Lane Number	Lane Name	Suburb	From	To	Comments
1500.2		NORTH CARLTON	Lane 1500.1	END OF LANE	
1501		NORTH CARLTON	NEWRY ST	Lane 1502	
1502		NORTH CARLTON	Lane 1501	END OF LANE	
1503		NORTH CARLTON	NEWRY ST	Lane 1504	
1504		NORTH CARLTON	Lane 1504	END OF LANE	
1504.1		NORTH CARLTON	Lane 1503	END OF LANE	
1505		NORTH CARLTON	CURTAIN ST	Lane 1506	
1506		NORTH CARLTON	NICHOLSON ST	Lane 1505	
1507		NORTH CARLTON	NICHOLSON ST	Lane 1505	
1508		NORTH CARLTON	NEWRY ST	Lane 1507	
1509		NORTH CARLTON	Lane 1510	END OF LANE	
1510		NORTH CARLTON	Lane 1509	END OF LANE	
1511		NORTH CARLTON	NEWRY ST	Lane 1512	
1512		NORTH CARLTON	Lane 1511	END OF LANE	
1513		NORTH CARLTON	Lane 1514	Lane 1515	
1514		NORTH CARLTON	LEE ST	Lane 1513	
1515		NORTH CARLTON	LEE ST	Lane 1513	
1516		NORTH CARLTON	LEE ST	O'GRADY ST	
1517		NORTH CARLTON	O'GRADY ST	END OF LANE	
1518		NORTH CARLTON	Lane 1518.1	END OF LANE	
1518.1		NORTH CARLTON	Lane 1516	Lane 1518	
1519		NORTH CARLTON	Lane 1520	Lane 1521	
1520		NORTH CARLTON	NEWRY ST	O'GRADY ST	
1521		NORTH CARLTON	NEWRY ST	O'GRADY ST	
1522		NORTH CARLTON	Lane 1521	END OF LANE	
1523		NORTH CARLTON	STATION ST	Lane 1524	
1524		NORTH CARLTON	NEWRY ST	Lane 1523	
1525		NORTH CARLTON	LEE ST	END OF LANE	
1526		NORTH CARLTON	NEWRY ST	Lane 1527	
1527		NORTH CARLTON	STATION ST	Lane 1526	
1528		NORTH CARLTON	Lane 1533	END OF LANE	
1529		NORTH CARLTON	STATION ST	Lane 1530	
1530		NORTH CARLTON	Lane 1529	END OF LANE	
1531		NORTH CARLTON	STATION ST	Lane 1531	
1532		NORTH CARLTON	Lane 1530	END OF LANE	
1533		NORTH CARLTON	STATION ST	Lane 1528	
1534		NORTH CARLTON	Lane 1536	END OF LANE	
1535		NORTH CARLTON	STATION ST	Lane 1534	
1536		NORTH CARLTON	STATION ST	Lane 1534	
1537		NORTH CARLTON	LEE ST	END OF LANE	
1538		NORTH CARLTON	Lane 1539	END OF LANE	
1539		NORTH CARLTON	NICHOLSON ST	Lane 1540	
1540		NORTH CARLTON	PRINCES ST	Lane 1539	
1541		NORTH CARLTON	STATION ST	Lane 1540	
1542		NORTH CARLTON	STATION ST	END OF LANE	
1543		NORTH CARLTON	Lane 1542	Lane 1544	
1544		NORTH CARLTON	STATION ST	Lane 1543	
1545		NORTH CARLTON	STATION ST	CANNING ST	
1546		NORTH CARLTON	Lane 1545	END OF LANE	
1547		NORTH CARLTON	Lane 1548	END OF LANE	
1547.1		NORTH CARLTON	CANNING ST	Lane 1548	
1548		NORTH CARLTON	Lane 1547	END OF LANE	
1549		NORTH CARLTON	DAVIS ST	END OF LANE	
1550		NORTH CARLTON	LEE ST	DAVIS ST	
1560		NORTH CARLTON	Lane 1550	Lane 1561	
1561		NORTH CARLTON	LEE ST	DAVIS ST	
1562		NORTH CARLTON	DAVIS ST	END OF LANE	
1563		NORTH CARLTON	Lane 1564	END OF LANE	
1564		NORTH CARLTON	Lane 1563	DAVIS ST	
1565		NORTH CARLTON	DAVIS ST	Lane 1565	
1566		NORTH CARLTON	RATHDOWNE ST	Lane 1565	
1567		NORTH CARLTON	RATHDOWNE ST	Lane 1568	
1568		NORTH CARLTON	Lane 1567	END OF LANE	
1569		NORTH CARLTON	LEE ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1570		NORTH CARLTON	LEE ST	END OF LANE	
1571		NORTH CARLTON	Lane 1567	END OF LANE	
1572		NORTH CARLTON	PRINCES ST	END OF LANE	
1573		NORTH CARLTON	Lane 1574	END OF LANE	
1574		NORTH CARLTON	PRINCES ST	Lane 1573	
1575		NORTH CARLTON	LEE ST	Lane 1575.1	
1575.1		NORTH CARLTON	Lane 1575	Lane 1575.2	
1575.2		NORTH CARLTON	Lane 1575.1	Lane 1578	
1576		NORTH CARLTON	DRUMMOND ST	Lane 1575	
1577		NORTH CARLTON	Lane 1575	END OF LANE	
1578		NORTH CARLTON	DRUMMOND ST	Lane 1575.2	
1579		NORTH CARLTON	Lane 1579.1	END OF LANE	
1579.1		NORTH CARLTON	PRINCES ST	END OF LANE	
1579.2		NORTH CARLTON	Lane 1579	END OF LANE	
1580		NORTH CARLTON	LEE ST	Lane 1581	
1581		NORTH CARLTON	Lane 1580	END OF LANE	
1600		FITZROY	BRUNSWICK ST	END OF LANE	
1601		FITZROY	BRUNSWICK ST	END OF LANE	
1602		FITZROY	FITZROY ST	END OF LANE	
1603		FITZROY	REGENT ST	Lane 1604	
1604		FITZROY	Lane 1603	REGENT ST	
1605		FITZROY	FITZROY ST	END OF LANE	
1606		FITZROY	Lane 1605	Lane 1607	
1607		FITZROY	FITZROY ST	Lane 1608	
1608		FITZROY	Lane 1607	GERTRUDE ST	
1609		FITZROY	FITZROY ST	END OF LANE	
1610		FITZROY	Lane END	Lane 1609	
1611		FITZROY	FITZROY ST	Lane 1612	
1612		FITZROY	Lane 1611	END OF LANE	
1613		FITZROY	GERTRUDE ST	END OF LANE	
1614		FITZROY	GRAHAM ST	END OF LANE	
1615		FITZROY	YOUNG ST	END OF LANE	
1616		FITZROY	YOUNG ST	END OF LANE	
1617		FITZROY	YOUNG ST	END OF LANE	
1618		FITZROY	YOUNG ST	Lane 1619	
1619		FITZROY	Lane 1618	END OF LANE	
1620		FITZROY	NAPIER ST	LITTLE NAPIER ST	
1621		FITZROY	LITTLE NAPIER ST	Lane 1622	
1622		FITZROY	Lane 1621	END OF LANE	
1623		FITZROY	NAPIER ST	Lane 1624	
1624		FITZROY	Lane 1623	END OF LANE	
1625		FITZROY	LITTLE VICTORIA ST	END OF LANE	
1627		FITZROY	LITTLE GEORGE ST	END OF LANE	
1628		FITZROY	LITTLE GEORGE ST	Lane 1629	
1629		FITZROY	Lane 1628	END OF LANE	
1630		FITZROY	GEORGE ST	END OF LANE	
1631		FITZROY	LITTLE GORE ST	END OF LANE	
1632		FITZROY	SMITH ST	LITTLE SMITH ST	
1633		FITZROY	LITTLE SMITH ST	END OF LANE	
1633.1		FITZROY	LITTLE SMITH ST	END OF LANE	
1634		FITZROY	LITTLE SMITH ST	Lane 1635	
1635		FITZROY	Lane 1634	END OF LANE	
1636		FITZROY	LITTLE SMITH ST	Lane 1637	
1637		FITZROY	Lane 1636	END OF LANE	
1638		FITZROY	LITTLE SMITH ST	END OF LANE	
1639		FITZROY	GORE ST	END OF LANE	
1640		FITZROY	Lane 1639	END OF LANE	
1641		FITZROY	GEORGE ST	END OF LANE	
1642		FITZROY	Lane 1641	END OF LANE	
1643		FITZROY	GEORGE ST	END OF LANE	
1644		FITZROY	LITTLE GEORGE ST	END OF LANE	
1645		FITZROY	LITTLE GEORGE ST	Lane 1646	
1646		FITZROY	Lane 1645	END OF LANE	
1647		FITZROY	NAPIER ST	LITTLE GEORGE ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
1648		FITZROY	Lane 1647	END OF LANE	
1649		FITZROY	LITTLE GEORGE ST	Lane 1650	
1650		FITZROY	Lane 1649	END OF LANE	
1651		FITZROY	LITTLE GORE ST	Lane 1652	
1652		FITZROY	Lane 1651	END OF LANE	
1653		FITZROY	Lane 1654	END OF LANE	
1654		FITZROY	FITZROY ST	Lane 1653	
1655		FITZROY	PALMER ST	END OF LANE	
1656		FITZROY	FITZROY ST	END OF LANE	
1657		FITZROY	Lane 1656	END OF LANE	
1658		FITZROY	MARION ST	END OF LANE	
1659		FITZROY	MARION ST	END OF LANE	
1660		FITZROY	MARION ST	Lane 1661	
1661		FITZROY	Lane 1660	END OF LANE	
1662		FITZROY	ROYAL LANE	END OF LANE	
1663		FITZROY	PALMER ST	END OF LANE	
1664		FITZROY	FITZROY ST	COWELL ST	
1665		FITZROY	JAMES ST	END OF LANE	
1666		FITZROY	Lane 1667	END OF LANE	
1667		FITZROY	JAMES ST	Lane 1666	
1668		FITZROY	JAMES ST	END OF LANE	
1669		FITZROY	JAMES ST	Lane 1670	
1670		FITZROY	Lane 1669	Lane 1671	
1671		FITZROY	Lane 1670	FITZROY ST	
1672		FITZROY	FITZROY ST	END OF LANE	
1673		FITZROY	HANOVER ST	END OF LANE	
1674		FITZROY	HANOVER ST	END OF LANE	
1675		FITZROY	HANOVER ST	LITTLE HANOVER ST	
1676		FITZROY	HANOVER ST	KING WILLIAM ST	
1677		FITZROY	HANOVER ST	END OF LANE	
1678		FITZROY	Lane 1679	END OF LANE	
1679		FITZROY	KING WILLIAM ST	Lane 1678	
1680		FITZROY	KING WILLIAM ST	END OF LANE	
1681		FITZROY	MOOR ST	END OF LANE	
1682		FITZROY	FITZROY ST	END OF LANE	
1683		FITZROY	FITZROY ST	END OF LANE	
1684		FITZROY	KING WILLIAM ST	MOOR ST	
1685		FITZROY	Lane 1684	BACH LA	
1686		FITZROY	MOOR ST	END OF LANE	
1687		FITZROY	MOOR ST	END OF LANE	
1688		FITZROY	KING WILLIAM ST	END OF LANE	
1689		FITZROY	CHARLES ST	END OF LANE	
1690		FITZROY	CHARLES ST	WEBB ST	
1691		FITZROY	CHARLES ST	END OF LANE	
1692		FITZROY	GORE ST	END OF LANE	
1693		FITZROY	WEBB ST	END OF LANE	
1694		FITZROY	CHARLES ST	END OF LANE	
1695	Charles Place	FITZROY	CHARLES ST	END OF LANE	
1696		FITZROY	Lane 1695	END OF LANE	
1697		FITZROY	CHARLES ST	END OF LANE	
1698		FITZROY	Lane 1699	END OF LANE	
1699		FITZROY	CHARLES ST	CONDELL ST	
1700		FITZROY	CHARLES ST	END OF LANE	
1701		FITZROY	CHARLES ST	END OF LANE	
1702		FITZROY	CONDELL ST	END OF LANE	
1703	Freeland lane	FITZROY	CONDELL ST	Lane 1704	
1704	Freeland Lane	FITZROY	Lane 1703	Lane 1705	
1705	Freeland Lane	FITZROY	CONDELL ST	Lane 1704	
1706		FITZROY	WOOD ST	Lane 1707	
1707		FITZROY	MOOR ST	Lane 1706	
1708		FITZROY	MOOR ST	END OF LANE	
1709		FITZROY	GORE ST	END OF LANE	
1710		FITZROY	Lane 1712	END OF LANE	
1711		FITZROY	GEORGE ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1712	Napier Lane	FITZROY	NAPIER PLACE	END OF LANE	
1713		FITZROY	Lane 1712	Lane 1714	
1714		FITZROY	Lane 1713	END OF LANE	
1715		FITZROY	GORE ST	END OF LANE	
1716		FITZROY	ST DAVID ST	END OF LANE	
1716.1		FITZROY	ST DAVID ST	END OF LANE	
1717		FITZROY	Lane 1718	END OF LANE	
1718		FITZROY	Lane 1719	Lane 1717	
1719		FITZROY	MOOR ST	Lane 1718	
1720		FITZROY	BELL ST	END OF LANE	
1721		FITZROY	FITZROY ST	Lane 1720	
1722		FITZROY	Lane 1721	Lane 1723	
1723		FITZROY	Lane 1723	MOOR ST	
1724		FITZROY	JOHN ST	FITZROY ST	
1725		FITZROY	Lane 1724	END OF LANE	
1726		FITZROY	JOHN ST	FITZROY ST	
1727	Cremorne Place	FITZROY	MOOR ST	BELL ST	
1728		FITZROY	Lane 1727	END OF LANE	
1729		FITZROY	Lane 1727	END OF LANE	
1730		FITZROY	VICTORIA ST	END OF LANE	
1731		FITZROY	Lane 1732	Lane 1733	
1732		FITZROY	Lane 1731	MAHONEY ST	
1733		FITZROY	Lane 1731	MAHONEY ST	
1734		FITZROY	MAHONEY ST	FITZROY ST	
1735		FITZROY	MAHONEY ST	FITZROY ST	
1736		FITZROY	MAHONEY ST	FITZROY ST	
1737		FITZROY	FITZROY ST	Lane 1739	
1738		FITZROY	FITZROY ST	Lane 1740	
1739		FITZROY	BELL ST	GREEVES ST	
1740		FITZROY	GREEVES ST	END OF LANE	
1741		FITZROY	VICTORIA ST	END OF LANE	
1742		FITZROY	YOUNG ST	Lane 1743	
1743		FITZROY	GREEVES ST	Lane 1742	
1744		FITZROY	YOUNG ST	END OF LANE	
1745		FITZROY	GREEVES ST	EXHIBITION ST	
1746		FITZROY	GREEVES ST	EXHIBITION ST	
1747		FITZROY	GREEVES ST	EXHIBITION ST	
1748		FITZROY	GREEVES ST	ST DAVID ST	
1749		FITZROY	GREEVES ST	ST DAVID ST	
1750		FITZROY	Lane 1749	Lane 1751	
1751		FITZROY	ST DAVID ST	END OF LANE	
1752		FITZROY	GREEVES ST	ST DAVID ST	
1753		FITZROY	VICTORIA ST	GREEVES ST	
1754		FITZROY	Lane 1753	YOUNG ST	
1755		FITZROY	NAPIER ST	END OF LANE	
1756		FITZROY	CHAPEL ST	END OF LANE	
1757		FITZROY	CHAPEL ST	END OF LANE	
1758		FITZROY	NAPIER ST	Lane 1759	
1759		FITZROY	Lane 1758	END OF LANE	
1760		FITZROY	GREEVES ST	END OF LANE	
1761		FITZROY	GREEVES ST	END OF LANE	
1762		FITZROY	GREEVES ST	END OF LANE	
1763		FITZROY	GREEVES ST	END OF LANE	
1764		FITZROY	HIGHETT PL	END OF LANE	
1765		FITZROY	HIGHETT PL	Lane 1766	
1766		FITZROY	Lane 1765	END OF LANE	
1767		FITZROY	CHAPEL ST	END OF LANE	
1768		FITZROY	Lane 1769	END OF LANE	
1769		FITZROY	GORE ST	Lane 1768	
1770		FITZROY	GORE ST	END OF LANE	
1771		FITZROY	GORE ST	END OF LANE	
1772		FITZROY	Lane 1771	END OF LANE	
1773		FITZROY	Lane 1774	END OF LANE	
1774		FITZROY	Lane 1773	GORE ST	

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1775		FITZROY	Lane 1774	Lane 1776	
1776		FITZROY	Lane 1775	END OF LANE	
1777		FITZROY	JOHNSTON ST	END OF LANE	
1778		FITZROY	ELLIOTT ST	END OF LANE	
1779		FITZROY	ROCHESTER ST	END OF LANE	
1780		FITZROY	HERTFORD ST	END OF LANE	
1781		FITZROY	HERTFORD ST	Lane 1782	
1783		FITZROY	YOUNG ST	Lane 1784	
1784		FITZROY	JOHNSTON ST	VICTORIA ST	
1785		FITZROY	JOHNSTON ST	VICTORIA ST	
1787		FITZROY	Lane 1788	FITZROY ST	
1788		FITZROY	JOHNSTON ST	VICTORIA ST	
1789		FITZROY	JOHNSTON ST	END OF LANE	
1790		FITZROY	SPRING ST	Lane 1791	
1791		FITZROY	Lane 1790	END OF LANE	
1792	Harrison Place	FITZROY	SPRING ST	END OF LANE	
1793		FITZROY	Lane 1792	END OF LANE	
1796		FITZROY	ARGYLE ST	Lane 1797	
1797		FITZROY	Lane 1796	END OF LANE	
1798		FITZROY	FITZROY ST	END OF LANE	
1799		FITZROY	Lane 1798	END OF LANE	
1800		FITZROY	Lane 1801	END OF LANE	
1801		FITZROY	ARGYLE ST	Lane 1800	
1802		FITZROY	ARGYLE ST	END OF LANE	
1803		FITZROY	JOHNSTON ST	END OF LANE	
1804		FITZROY	ARGYLE ST	END OF LANE	
1805		FITZROY	ARGYLE ST	END OF LANE	
1806		FITZROY	ARGYLE ST	END OF LANE	
1807		FITZROY	GEORGE ST	END OF LANE	
1808		FITZROY	ARGYLE ST	END OF LANE	
1809		FITZROY	ARGYLE ST	END OF LANE	
1810		FITZROY	ARGYLE ST	JOHNSTON ST	
1811		FITZROY	GORE ST	Lane 1812	
1812		FITZROY	Lane 1811	END OF LANE	
1813		FITZROY	ARGYLE ST	END OF LANE	
1814		FITZROY	KERR ST	END OF LANE	
1815		FITZROY	Lane 1816	END OF LANE	
1816		FITZROY	KERR ST	ARGYLE ST	
1817		FITZROY	ARGYLE ST	END OF LANE	
1818		FITZROY	ARGYLE ST	KERR ST	
1819		FITZROY	ARGYLE ST	Lane 1820	
1820		FITZROY	Lane 1819	END OF LANE	
1821		FITZROY	SPRING ST	END OF LANE	
1822		FITZROY	Lane 1821	END OF LANE	
1823		FITZROY	SPRING ST	END OF LANE	
1824		FITZROY	KERR ST	Lane 1825	
1825		FITZROY	Lane 1824	END OF LANE	
1826		FITZROY	SPRING ST	END OF LANE	
1827		FITZROY	KERR ST	Lane 1828	
1828		FITZROY	Lane 1827	END OF LANE	
1829		FITZROY	FITZROY ST	END OF LANE	
1830		FITZROY	FITZROY ST	END OF LANE	
1831		FITZROY	KERR ST	Lane 1832	
1832		FITZROY	Lane 1831	END OF LANE	
1833		FITZROY	KERR ST	END OF LANE	
1834		FITZROY	ROSE ST	END OF LANE	
1835		FITZROY	Lane 1836	END OF LANE	
1836		FITZROY	ROSE ST	END OF LANE	
1837		FITZROY	YOUNG ST	END OF LANE	
1838		FITZROY	Lane 1837	Lane 1839	
1839		FITZROY	YOUNG ST	END OF LANE	
1840		FITZROY	Lane 1842	Lane 1841	
1841		FITZROY	Lane 1840	ROSE ST	
1842		FITZROY	ROSE ST	Lane 1840	

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Lane Number	Lane Name	Suburb	From	To	Comments
1843		FITZROY	ROSE ST	END OF LANE	
1844		FITZROY	Lane 1845	END OF LANE	
1845		FITZROY	KERR ST	Lane 1844	
1846		FITZROY	Lane 1847	END OF LANE	
1847		FITZROY	GEORGE ST	END OF LANE	
1848		FITZROY	ROSE ST	LEICESTER ST	
1849		FITZROY	Lane 1848	Lane 1850	
1850		FITZROY	ROSE ST	LEICESTER ST	
1851		FITZROY	ROSE ST	LEICESTER ST	
1852		FITZROY	Lane 1853	Lane 1851	
1853		FITZROY	ROSE ST	LEICESTER ST	
1854		FITZROY	ROSE ST	LEICESTER ST	
1855		FITZROY	Lane 1854	Lane 1856	
1856		FITZROY	Lane 1856	END OF LANE	
1857		FITZROY	ROSE ST	LEICESTER ST	
1858		FITZROY	Lane 1857	END OF LANE	
1859		FITZROY	ROSE ST	END OF LANE	
1860		FITZROY	ROSE ST	LEICESTER ST	
1861		FITZROY	Lane 1860	Lane 1862	
1862		FITZROY	Lane 1861	END OF LANE	
1863		FITZROY	FITZROY ST	Lane 1865	
1864		FITZROY	ROSE ST	LEICESTER ST	
1865		FITZROY	Lane 1864	END OF LANE	
1866		FITZROY	LEICESTER ST	WESTGARTH ST	
1867		FITZROY	Lane 1869	END OF LANE	
1868		FITZROY	Lane 1869	END OF LANE	
1869		FITZROY	LEICESTER ST	WESTGARTH ST	
1870		FITZROY	LEICESTER ST	WESTGARTH ST	
1871		FITZROY	LEICESTER ST	WESTGARTH ST	
1872		FITZROY	Lane 1871	YOUNG ST	
1873		FITZROY	LEICESTER ST	WESTGARTH ST	
1874		FITZROY	LEICESTER ST	Lane 1875	
1875		FITZROY	Lane 1874	Lane 1873	
1876		FITZROY	LEICESTER ST	WESTGARTH ST	
1877		FITZROY	Lane 1876	Lane 1878	
1878		FITZROY	LEICESTER ST	WESTGARTH ST	
1879		FITZROY	LEICESTER ST	WESTGARTH ST	
1880		FITZROY	Lane 1879	Lane 1881	
1881		FITZROY	LEICESTER ST	WESTGARTH ST	
1882		FITZROY	LEICESTER ST	WESTGARTH ST	
1883		FITZROY	CECIL ST	WESTGARTH ST	
1884		FITZROY	Lane 1885	Lane 1883	
1885		FITZROY	CECIL ST	WESTGARTH ST	
1886		FITZROY	CECIL ST	WESTGARTH ST	
1887		FITZROY	Lane 1888	Lane 1886	
1888		FITZROY	CECIL ST	WESTGARTH ST	
1889		FITZROY	CECIL ST	WESTGARTH ST	
1890		FITZROY	Lane 1889	YOUNG ST	
1891		FITZROY	YOUNG ST	CECIL ST	
1892		FITZROY	YOUNG ST	CECIL ST	
1893		FITZROY	FITZROY ST	END OF LANE	
1894		FITZROY	YOUNG ST	CECIL ST	
1895		FITZROY	CECIL ST	ALEXANDRA PDE	
1896		FITZROY	Lane 1895	FITZROY ST	
1897		FITZROY	FITZROY ST	END OF LANE	
1898		FITZROY	ALEXANDRA PDE	CECIL ST	
1899		FITZROY	Lane 1898	END OF LANE	
1900		FITZROY	BRUNSWICK ST	END OF LANE	
1901		FITZROY	ALEXANDRA PDE	CECIL ST	
1902		FITZROY	Lane 1901	YOUNG ST	
1903		FITZROY	ALEXANDRA PDE	Lane 1904	
1904		FITZROY	Lane 1903	GEORGE ST	
1905		FITZROY	Lane 1904	END OF LANE	
1906		FITZROY	BRUNSWICK ST	Lane 1907	

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Lane Number	Lane Name	Suburb	From	To	Comments
1907		FITZROY NORTH	Lane 1906	END OF LANE	
1908		FITZROY NORTH	Lane 1906	END OF LANE	
1909		FITZROY NORTH	YORK ST	END OF LANE	
1910		FITZROY NORTH	ALEXANDRA PDE	YORK ST	
1911		FITZROY NORTH	Lane 1910	END OF LANE	
1912		FITZROY NORTH	Lane 1911	CURTAIN PL	
1913		FITZROY NORTH	CURTAIN PL	YORK PL	
1914	York Place	FITZROY NORTH	ALEXANDRA PDE	YORK PL	
1915	Laura Place	FITZROY NORTH	ST GEORGES RD	END OF LANE	
1916		FITZROY NORTH	Lane 1915	END OF LANE	
1917		FITZROY NORTH	YORK ST	END OF LANE	
1918		FITZROY NORTH	Lane 1920	Lane 1919	
1919		FITZROY NORTH	Lane 1918	PERCY ST	
1920		FITZROY NORTH	Lane 1918	PERCY ST	
1921		FITZROY NORTH	NEWRY ST	END OF LANE	
1922		FITZROY NORTH	Lane END	Lane 1923	
1923		FITZROY NORTH	ST GEORGES RD	Lane 1922	
1924		FITZROY NORTH	NEWRY ST	PERCY ST	
1925		FITZROY NORTH	YORK ST	Lane 1926	
1926		FITZROY NORTH	RAE ST	Lane 1925	
1927		FITZROY NORTH	RAE ST	Lane 1928	
1928		FITZROY NORTH	Lane 1927	END OF LANE	
1929		FITZROY NORTH	Lane 1930	END OF LANE	
1930		FITZROY NORTH	RAE ST	Lane 1929	
1931		FITZROY NORTH	NEWRY ST	END OF LANE	
1932	Bainbridge Place	FITZROY NORTH	Lane 1933	END OF LANE	
1933	Bainbridge Pl	FITZROY NORTH	NEWRY ST	Lane 1932	
1934		FITZROY NORTH	Lane 1935	END OF LANE	
1935		FITZROY NORTH	COLEMAN ST	Lane 1934	
1936		FITZROY NORTH	COLEMAN ST	Lane 1937	
1937		FITZROY NORTH	Lane 1936	END OF LANE	
1938	GROOM LA	FITZROY	JAMIESON ST	END OF LANE	
1939		FITZROY	Lane 1938	END OF LANE	
1940		FITZROY NORTH	Lane 1941	END OF LANE	
1941	Browns Lane	FITZROY NORTH	JAMIESON ST	END OF LANE	
1942		FITZROY NORTH	McKEAN ST	END OF LANE	
1943		FITZROY NORTH	McKEAN ST	END OF LANE	
1944		FITZROY NORTH	Lane 1943	Lane 1945	
1945		FITZROY NORTH	Lane 1944	Lane 1946	
1946		FITZROY NORTH	Lane 1945	GRANT ST	
1947		FITZROY	McKEAN ST	Lane 1948	
1948		FITZROY	Lane 1947	END OF LANE	
1949		FITZROY NORTH	GRANT ST	END OF LANE	
1950		FITZROY NORTH	GRANT ST	END OF LANE	
1951		FITZROY NORTH	McKEAN ST	END OF LANE	
1952		FITZROY NORTH	Lane 1951	END OF LANE	
1953		FITZROY NORTH	McKEAN ST	Lane 1954	
1954		FITZROY NORTH	Lane 1953	END OF LANE	
1955		FITZROY NORTH	McKEAN ST	END OF LANE	
1956		FITZROY NORTH	McKEAN ST	END OF LANE	
1957		FITZROY NORTH	McKEAN ST	Lane 1958	
1958		FITZROY NORTH	Lane 1957	END OF LANE	
1959		FITZROY NORTH	McKEAN ST	Lane 1960	
1960		FITZROY NORTH	Lane 1959	END OF LANE	
1961		FITZROY NORTH	DELBRIDGE ST	Lane 1962	
1962		FITZROY NORTH	Lane 1961	Lane 1963	
1963		FITZROY NORTH	Lane 1962	Lane 1964	
1964		FITZROY NORTH	Lane 1963	END OF LANE	
1965		FITZROY NORTH	DELBRIDGE ST	END OF LANE	
1966		FITZROY NORTH	McKEAN ST	END OF LANE	
1967		FITZROY NORTH	Lane 1966	Lane 1969	
1968		FITZROY NORTH	MICHAEL ST	END OF LANE	
1969		FITZROY NORTH	Lane 1968	Lane 1970	
1970		FITZROY NORTH	Lane 1969	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1971		FITZROY NORTH	DELBRIDGE ST	Lane 1972	
1972		FITZROY NORTH	Lane 1971	END OF LANE	
1973		FITZROY NORTH	Lane 1975	Lane 1974	
1974		FITZROY NORTH	PARK PDE	Lane 1973	
1975		FITZROY NORTH	PARK PDE	Lane 1973	
1976		FITZROY NORTH	MICHAEL ST	Lane 1977	
1977		FITZROY NORTH	Lane 1976	END OF LANE	
1978		FITZROY NORTH	Lane 1979	END OF LANE	
1979		FITZROY NORTH	ROWE ST	Lane 1978	
1980		FITZROY NORTH	Lane 1981	END OF LANE	
1981		FITZROY NORTH	ROWE ST	Lane 1983	
1982		FITZROY NORTH	DELBRIDGE ST	Lane 1981	
1983		FITZROY NORTH	DELBRIDGE ST	Lane 1981	
1984		FITZROY NORTH	FALCONER ST	Lane 1985	
1985		FITZROY NORTH	Lane 1984	Lane 1986	
1986		FITZROY NORTH	Lane 1987	FALCONER ST	
1987		FITZROY NORTH	DELBRIDGE ST	Lane 1986	
1988		FITZROY NORTH	Lane 1989	END OF LANE	
1989		FITZROY	ROWE ST	Lane 1988	
1990		FITZROY NORTH	SALISBURY CRES	END OF LANE	
1991		FITZROY NORTH	McKEAN ST	END OF LANE	
1992	Tucker Pl	FITZROY NORTH	McKEAN ST	Lane 1993	
1993	Tucker Pl	FITZROY NORTH	Lane 1992	END OF LANE	
1994		FITZROY NORTH	Lane 1995	END OF LANE	
1995		FITZROY NORTH	McKEAN ST	Lane 1994	
1996		FITZROY NORTH	Lane 1997	END OF LANE	
1997		FITZROY NORTH	ALFRED CR	Lane 1996	
1998		FITZROY	Lane 1999	END OF LANE	
1999		FITZROY NORTH	ALFRED CR	Lane 1998	
2000		FITZROY	NAPIER ST	Lane 2002	
2001		FITZROY NORTH	Lane 2002	END OF LANE	
2002		FITZROY NORTH	FREEMAN ST	NEWRY ST	
2003		FITZROY NORTH	FREEMAN ST	END OF LANE	
2004		FITZROY NORTH	RAE ST	Lane 2005	
2005		FITZROY NORTH	Lane 2005	END OF LANE	
2006		FITZROY NORTH	FREEMAN ST	END OF LANE	
2007		FITZROY NORTH	FREEMAN ST	END OF LANE	
2008		FITZROY NORTH	NEWRY ST	END OF LANE	
2009		FITZROY NORTH	FREEMAN ST	Lane 2010	
2010		FITZROY NORTH	Lane 2009	Lane 2011	
2011		FITZROY NORTH	Lane 2010	END OF LANE	
2012		FITZROY NORTH	Lane 2010	Lane 2013	
2013		FITZROY NORTH	Lane 2012	Lane 2014	
2014		FITZROY NORTH	Lane 2013	Lane 2015	
2015		FITZROY NORTH	Lane 2014	ST GEORGES RD	
2016		FITZROY NORTH	ST GEORGES RD	Lane 2017	
2017		FITZROY NORTH	Lane 2016	END OF LANE	
2018		FITZROY NORTH	Lane 2016	Lane 2020	
2019		FITZROY NORTH	Lane 2018	END OF LANE	
2020		FITZROY NORTH	Lane 2018	NEWRY ST	
2021		FITZROY NORTH	FREEMAN ST	END OF LANE	
2022		FITZROY NORTH	FREEMAN ST	END OF LANE	
2023		FITZROY NORTH	FREEMAN ST	Lane 2025	
2024		FITZROY NORTH	Lane 2023	END OF LANE	
2025		FITZROY NORTH	Lane 2023	Lane 2026	
2026		FITZROY NORTH	Lane 2025	FREEMAN ST	
2027		FITZROY NORTH	ST GEORGES RD	Lane 2028	
2028		FITZROY NORTH	Lane 2027	Lane 2029	
2029		FITZROY NORTH	ST GEORGES RD	END OF LANE	
2030		FITZROY NORTH	FREEMAN ST	END OF LANE	
2031		FITZROY NORTH	RAE ST	END OF LANE	
2032		FITZROY NORTH	CHURCH ST	END OF LANE	
2033		FITZROY NORTH	CHURCH ST	END OF LANE	
2034		FITZROY NORTH	CHURCH ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
2035		FITZROY NORTH	TEMPANY ST	END OF LANE	
2036		FITZROY NORTH	BROOKS CRES	END OF LANE	
2037		FITZROY NORTH	ST GEORGES RD	Lane 2038	
2038		FITZROY NORTH	Lane 2037	END OF LANE	
2039		FITZROY NORTH	ST GEORGES RD	Lane 2040	
2040		FITZROY NORTH	Lane 2039	WATKINS ST	
2041		FITZROY NORTH	WATKINS ST	END OF LANE	
2042		FITZROY NORTH	BROOKS CRES	END OF LANE	
2043		FITZROY NORTH	Lane 2042	RAE ST	
2044		FITZROY NORTH	Lane 2043	WATKINS ST	
2045		FITZROY NORTH	Lane 2043	ANNAND ST	
2046		FITZROY NORTH	RAE ST	Lane 2047	
2047		FITZROY NORTH	Lane 2046	Lane 2049	
2048		FITZROY	Lane 2049	END OF LANE	
2049		FITZROY NORTH	Lane 2047	Lane 2052	
2050		FITZROY	Lane 2051	END OF LANE	
2051		FITZROY NORTH	BRUNSWICK ST	Lane 2052	
2052	Hopetoun Place	FITZROY NORTH	REID ST	Lane 2049	
2053		FITZROY NORTH	REID ST	Lane 2054	
2054		FITZROY NORTH	Lane 2053	Lane 2055	
2055		FITZROY NORTH	Lane 2054	Lane 0	
2056		FITZROY NORTH	Lane 2057	END OF LANE	
2057		FITZROY NORTH	NICHOLSON ST	Lane 2056	
2058		FITZROY NORTH	REID ST	END OF LANE	
2059		FITZROY NORTH	Lane 2060	END OF LANE	
2060		FITZROY NORTH	NICHOLSON ST	END OF LANE	
2061		FITZROY NORTH	SCOTCHMER ST	Lane 2063	
2062		FITZROY	Lane 2063	END OF LANE	
2063		FITZROY NORTH	Lane 2061	BATMAN ST	
2064		FITZROY NORTH	Lane 2063	ALFRED ST	
2065		FITZROY NORTH	ALFRED ST	Lane 2066	
2066		FITZROY NORTH	Lane 2065	END OF LANE	
2067		FITZROY	REID ST	END OF LANE	
2068		FITZROY NORTH	Lane 2069	END OF LANE	
2069		FITZROY NORTH	ALFRED ST	Lane 2068	
2070		FITZROY NORTH	BATMAN ST	Lane 2071	
2071		FITZROY NORTH	Lane 2070	ALFRED ST	
2072		FITZROY	Lane 2071	RAE ST	
2073		FITZROY NORTH	Lane 2074	END OF LANE	
2074		FITZROY NORTH	RAE ST	SEACOMBE ST	
2075		FITZROY NORTH	Lane 2074	Lane 2076	
2076		FITZROY	REID ST	SEACOMBE ST	
2077		FITZROY NORTH	Lane 2076	Lane 2078	
2078		FITZROY NORTH	RAE ST	SEACOMBE ST	
2079		FITZROY NORTH	SEACOMBE ST	BRUNSWICK ST	
2080		FITZROY	Lane 2081	END OF LANE	
2081		FITZROY NORTH	Lane 2080	Lane 2082	
2082		FITZROY NORTH	SCOTCHMER ST	TRANMERE ST	
2083		FITZROY NORTH	Lane 2082	EGREMONT ST	
2084		FITZROY NORTH	Lane 2085	END OF LANE	
2085		FITZROY NORTH	TRANMERE ST	Lane 2086	
2086		FITZROY NORTH	EGREMONT ST	Lane 2087	
2087		FITZROY NORTH	Lane 2086	SCOTCHMER ST	
2088		FITZROY NORTH	Lane 2087	END OF LANE	
2088.1		FITZROY NORTH	TRANMERE ST	Lane 2088.3	
2088.2		FITZROY NORTH	TRANMERE ST	Lane 2088.3	
2088.3		FITZROY NORTH	Lane 2088.1	Lane 2088.2	
2088.4		FITZROY NORTH	Lane 2088.3	REID ST	
2088.5		FITZROY NORTH	ST GEORGES RD	BEST ST	
2089	AUSTIN WAY	FITZROY	BEST ST	Lane 2090	
2090	AUSTIN WAY	FITZROY NORTH	Lane 2089	Lane 2091	
2091	AUSTIN WAY	FITZROY NORTH	Lane 2090	FERGIE ST	
2092		FITZROY NORTH	FERGIE ST	END OF LANE	
2093		FITZROY NORTH	FERGIE ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
2094		FITZROY NORTH	Lane 2093	ALFRED CR	
2095		FITZROY NORTH	Lane 2096	FALCONER ST	
2095.1		FITZROY NORTH	MARK ST	END OF LANE	
2096		FITZROY NORTH	MARK ST	WOODHEAD ST	
2097		FITZROY NORTH	WOODHEAD ST	END OF LANE	
2098		FITZROY NORTH	Lane 2099	END OF LANE	
2099		FITZROY NORTH	FALCONER ST	Lane 2100	
2100		FITZROY NORTH	WOODHEAD ST	Lane 2099	
2101		FITZROY NORTH	SCOTCHMER ST	Lane 2102	
2102		FITZROY NORTH	Lane 2101	END OF LANE	
2103		FITZROY NORTH	SCOTCHMER ST	Lane 2104	
2104		FITZROY NORTH	Lane 2103	Lane 2105	
2105		FITZROY NORTH	Lane 2104	END OF LANE	
2106		FITZROY NORTH	Lane 2107	Lane 2108	
2107		FITZROY NORTH	LIVERPOOL ST	Lane 2106	
2108		FITZROY NORTH	LIVERPOOL ST	Lane 2108	
2109		FITZROY NORTH	LIVERPOOL ST	Lane 2110	
2110		FITZROY NORTH	RAE ST	END OF LANE	
2111		FITZROY NORTH	RAE ST	MOSS ST	
2112		FITZROY NORTH	MOSS ST	END OF LANE	
2113		FITZROY NORTH	BRUNSWICK ST	END OF LANE	
2114		FITZROY NORTH	MOSS ST	END OF LANE	
2115		FITZROY NORTH	MOSS ST	END OF LANE	
2116		FITZROY NORTH	BRUNSWICK ST	BIRKENHEAD ST	
2117		FITZROY NORTH	Lane 2116	Lane 2118	
2118		FITZROY NORTH	BIRKENHEAD ST	END OF LANE	
2119		FITZROY NORTH	BIRKENHEAD ST	BEST ST	
2120		FITZROY NORTH	Lane 2119	Lane 2122	
2121		FITZROY NORTH	Lane 2122	Lane 2120	
2122		FITZROY NORTH	BIRKENHEAD ST	END OF LANE	
2123		FITZROY	BEST ST	END OF LANE	
2124		FITZROY NORTH	Lane 2124.1	Lane 2141	
2124.1		FITZROY NORTH	APPERLY ST	IVAN ST	
2125		FITZROY NORTH	FERGIE ST	END OF LANE	
2126		FITZROY NORTH	TAIT ST	Lane 2127	
2127		FITZROY NORTH	Lane 2126	END OF LANE	
2128		FITZROY NORTH	Lane 2127	Lane 2129	
2129		FITZROY NORTH	Lane 2128	ST GEORGES RD	
2130	CIRCLE PLACE	FITZROY NORTH	ST GEORGES RD	Lane 2134	
2131		FITZROY NORTH	Lane 2131	END OF LANE	
2132		FITZROY NORTH	Lane 2131	Lane 2133	
2133		FITZROY NORTH	Lane 2134	PARK ST	
2134		FITZROY NORTH	Lane 2135	Lane 2123	
2135		FITZROY NORTH	Lane 2134	Lane 2136	
2136		FITZROY NORTH	Lane 2135	END OF LANE	
2137		FITZROY	PARK ST	IVAN ST	
2138		FITZROY	Lane 2137	Lane 2141	
2139		FITZROY	Lane 2138	Lane 2140	
2140		FITZROY	Lane 2139	END OF LANE	
2141		FITZROY NORTH	IVAN ST	EASTHAM ST	
2142		FITZROY NORTH	Lane 2143	Lane 2141	
2143		FITZROY NORTH	IVAN ST	END OF LANE	
2144		FITZROY	TAIT ST	END OF LANE	
2145		FITZROY	Lane 2146	END OF LANE	
2146		FITZROY	SCOTCHMER ST	Lane 2145	
2147		FITZROY NORTH	PARK ST	SCOTCHMER ST	
2148		FITZROY NORTH	KNEEN ST	Lane 2147	
2149		FITZROY NORTH	Lane 2150	Lane 2147	
2150		FITZROY NORTH	Lane 2149	END OF LANE	
2151		FITZROY	Lane 2147	END OF LANE	
2152		FITZROY NORTH	Lane 2153	END OF LANE	
2153		FITZROY NORTH	Lane 2152	Lane 2147	
2154		FITZROY NORTH	Lane 2147	END OF LANE	
2155		FITZROY NORTH	Lane 2147	END OF LANE	

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2156		FITZROY NORTH	KNEEN ST	END OF LANE	
2157		FITZROY NORTH	RUSHALL CRES	Lane 2160	
2158		FITZROY NORTH	Lane 2160	END OF LANE	
2159		FITZROY NORTH	Lane 2160	END OF LANE	
2160		FITZROY NORTH	Lane 2157	FALCONER ST	
2161		FITZROY NORTH	FALCONER ST	WOODSIDE ST	
2162		FITZROY NORTH	Lane 2161	Lane 2163.1	
2163		FITZROY NORTH	Lane 2163.1	FALCONER ST	
2163.1		FITZROY NORTH	Lane 2163	Lane 2168.1	
2164		FITZROY NORTH	FALCONER ST	END OF LANE	
2165		FITZROY NORTH	Lane 2167	ROWE ST	
2166		FITZROY NORTH	Lane 2167	WOODSIDE ST	
2167		FITZROY NORTH	MICHAEL ST	Lane 2168	
2168		FITZROY NORTH	WOODSIDE ST	Lane 2167	
2168.1		FITZROY NORTH	FALCONER ST	WOODSIDE ST	
2169		FITZROY NORTH	ROWE ST	Lane 2170	
2170		FITZROY NORTH	Lane 2169	McKEAN ST	
2171		FITZROY NORTH	Lane 2170	END OF LANE	
2172		FITZROY NORTH	Lane 2169	Lane 2173	
2173		FITZROY NORTH	Lane 2172	Lane 2174	
2174		FITZROY NORTH	Lane 2173	END OF LANE	
2175		FITZROY NORTH	Lane 2174	McKEAN ST	
2176		FITZROY NORTH	RUSHALL CRES	END OF LANE	
2177		FITZROY NORTH	Lane 2176	Lane 2179	
2178		FITZROY NORTH	Lane 2177	END OF LANE	
2179		FITZROY NORTH	Lane 2177	END OF LANE	
2180		FITZROY NORTH	MICHAEL ST	END OF LANE	
2181		FITZROY	HOWE ST	Lane 2182	
2182		FITZROY NORTH	Lane 2181	END OF LANE	
2183		FITZROY NORTH	HOWE ST	END OF LANE	
2184		FITZROY NORTH	Lane 2183	END OF LANE	
2184.1		FITZROY	Lane 2184	END OF LANE	
2185		FITZROY NORTH	Lane 2183	Lane 2186	
2186		FITZROY NORTH	Lane 2185	Lane 2187	
2187		FITZROY NORTH	Lane 2186	QUEENS PDE	
2188		FITZROY NORTH	McKEAN ST	END OF LANE	
2189		FITZROY NORTH	RUSHALL CRES	END OF LANE	
2190		FITZROY NORTH	RUSHALL CRES	Lane 2191	
2191		FITZROY NORTH	Lane 2190	McKEAN ST	
2192		FITZROY NORTH	McKEAN ST	END OF LANE	
2193		FITZROY NORTH	Lane 2194	END OF LANE	
2194		FITZROY NORTH	Lane 2193	BRENNAND ST	
2195		FITZROY NORTH	NICHOLSON ST	RAE ST	
2196		FITZROY NORTH	BRUNSWICK ST	END OF LANE	
2197		FITZROY NORTH	HOLDEN ST	RAILWAY PL	
2198		FITZROY NORTH	Lane 2197	ST GEORGES RD	
2199	McKILLOP LANE	FITZROY NORTH	BENNETT ST	END OF LANE	
2200		FITZROY NORTH	HOLDEN ST	Lane 2199	
2201		FITZROY NORTH	HOLDEN ST	END OF LANE	
2202		FITZROY NORTH	HOLDEN ST	END OF LANE	
2203		FITZROY NORTH	Lane 2204	END OF LANE	
2204		FITZROY NORTH	BARKLY ST	Lane 2203	
2205		FITZROY NORTH	BARKLY ST	Lane 2206	
2206		FITZROY NORTH	Lane 2205	END OF LANE	
2207		FITZROY	Lane 2208	Lane 3025	
2208		FITZROY NORTH	BARKLY ST	Lane 2207	
2209		FITZROY NORTH	HOLDEN ST	Lane 2210	
2210		FITZROY NORTH	Lane 2209	Lane 2211	
2211		FITZROY NORTH	Lane 2210	ST GEORGES RD	
2212		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2213		FITZROY NORTH	PILKINGTON ST	END OF LANE	
2214		FITZROY NORTH	RAE ST	DEAN ST	
2215		FITZROY NORTH	BARKLY ST	Lane 2214	
2216		FITZROY NORTH	BARKLY ST	HOLDEN ST	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
2217		FITZROY NORTH	Lane 2218	Lane 2216	
2218		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2219		FITZROY NORTH	BARKLY ST	Lane 2220	
2220		FITZROY NORTH	Lane 2219	Lane 2221	
2221		FITZROY NORTH	BARKLY ST	CLAUSCEN ST	
2222		FITZROY NORTH	RAE ST	MELVILLE ST	
2223		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2224		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2225		FITZROY NORTH	BARKLY ST	Lane 2222	
2226		FITZROY NORTH	BARKLY ST	Lane 2222	
2227		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2228		FITZROY NORTH	BARKLY ST	Lane 2230	
2229		FITZROY NORTH	CLAUSCEN ST	Lane 2230	
2230		FITZROY NORTH	MELVILLE ST	Lane 2231	
2231		FITZROY NORTH	BARKLY ST	Lane 2232	
2232		FITZROY NORTH	Lane 2231	Lane 2233	
2233		FITZROY NORTH	Lane 2232	CLAUSCEN ST	
2234		FITZROY NORTH	BARKLY ST	Lane 2235	
2235		FITZROY NORTH	Lane 2234	BUNDARA ST	
2236		FITZROY NORTH	CLAUSCEN ST	MILLER ST	
2237		FITZROY NORTH	Lane 2236	END OF LANE	
2238		FITZROY NORTH	CLAUSCEN ST	Lane 2237	
2239		FITZROY NORTH	CLAUSCEN ST	Lane 2237	
2240		FITZROY NORTH	MILLER ST	Lane 2237	
2241		FITZROY NORTH	MILLER ST	Lane 2242	
2242		FITZROY NORTH	Lane 2241	Lane 2245	
2243		FITZROY	CLAUSCEN ST	Lane 2242	
2244		FITZROY NORTH	MILLER ST	Lane 2242	
2245		FITZROY NORTH	CLAUSCEN ST	Lane 2242	
2246		FITZROY NORTH	CLAUSCEN ST	Lane 2247	
2247		FITZROY NORTH	Lane 2246	TAYLOR ST	
2248		FITZROY NORTH	TAYLOR ST	END OF LANE	
2249		FITZROY NORTH	WHITE ST	END OF LANE	
2250		FITZROY NORTH	MILLER ST	END OF LANE	
2251		FITZROY NORTH	KING ST	END OF LANE	
2252		FITZROY NORTH	MILLER ST	Lane 2255	
2253		FITZROY NORTH	Lane 2255	MAY ST	
2254		FITZROY NORTH	MAY ST	Lane 2255	
2255		FITZROY NORTH	IDA ST	END OF LANE	
2300		ALPHINGTON	ARTHUR ST	END OF LANE	
2301		ALPHINGTON	AUSTIN ST	END OF LANE	
2302		ALPHINGTON	LUGTON ST	END OF LANE	
2303		ALPHINGTON	PARK AVE	END OF LANE	
2304		ALPHINGTON	PARK AVE	END OF LANE	
2305		ALPHINGTON	PARK AVE	END OF LANE	
2307		ALPHINGTON	YARRALEA ST	VIEW ST	
2308		ALPHINGTON	LUCERNE CRES	PHILLIPS ST	
2309		ALPHINGTON	LUCERNE CRES	END OF LANE	
2310		ALPHINGTON	ST BERNARDS ROAD	Lane 2311	
2311		ALPHINGTON	Lane 2310	END OF LANE	
2312		ALPHINGTON	ST GOTHARDS ROAD	END OF LANE	
2350		RICHMOND	HOLLICK ST	END OF LANE	
2351		RICHMOND	HOLLICK ST	COLE ST	
2352		RICHMOND	COLE ST	KENNEDY ST	
2353		RICHMOND	Lane 2352	END OF LANE	
2354		RICHMOND	LEIGH PL	END OF LANE	
2355		RICHMOND	NAPIER LANE	SHERWOOD ST	
2356		RICHMOND	SHERWOOD ST	END OF LANE	
2357		RICHMOND	Lane 2356	END OF LANE	
2358		RICHMOND	Lane 2376	END OF LANE	
2359		RICHMOND	Lane 789	END OF LANE	
2360		RICHMOND	WAVERLEY ST	Lane 847	
2361		RICHMOND	Lane 910	Lane 911	
2362		RICHMOND	CORSAIR ST	END OF LANE	

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
2363		RICHMOND	BOYD ST	END OF LANE	
2364		RICHMOND	CORSAIR ST	END OF LANE	
2365		RICHMOND	Lane 994	END OF LANE	
2366		RICHMOND	GLASSHOUSE ST	END OF LANE	
2367		RICHMOND	GLASSHOUSE ST	END OF LANE	
2368		RICHMOND	MANTON ST	END OF LANE	
2369	HOFERT LANE	RICHMOND	TYPE ST	END OF LANE	
2371		RICHMOND	BENDIGO ST	Lane 2372	
2372		RICHMOND	Lane 2371	END OF LANE	
2373		RICHMOND	JAGO ST	END OF LANE	
2374		RICHMOND	MANTON ST	Lane 2375	
2376		RICHMOND	ROTHERWOOD ST	VERITY ST	
2377		RICHMOND	EGAN ST	Lane 587	
2378		RICHMOND	Lane 587	JIKA PL	
2379		RICHMOND	JIKA PL	FREEMAN ST	
2380	SELBY ROW	RICHMOND	BRIGHTON ST	END OF LANE	
2502	ARGYLE PL	FITZROY	ARGYLE ST	YOUNG ST	
3000	RAILWAY LA	FITZROY NORTH	PARK ST	LIVERPOOL ST	
3001	Boston Place	FITZROY NORTH	CHURCH ST	CHURCH ST	
3002		COLLINGWOOD	PEEL ST	END OF LANE	
3005		RICHMOND	NEWRY ST	Lane 3006	
3006		RICHMOND	Lane 3005	CANTERBURY ST	
3007		RICHMOND	CANTERBURY ST	END OF STREET	
3008		RICHMOND	Lane 3007	END OF STREET	
3009		RICHMOND	Lane 3007	END OF STREET	
3012	SKENE PL	FITZROY NORTH	RAE ST	END OF LANE	
3013	Kipling Mews	CREMORNE	KIPLING ST	END OF LANE	
3014	SPENCER PLACE	RICHMOND	ABINGER ST	Lane 852	
3015		ABBOTSFORD	GIPPS ST	END OF STREET	
3016		FITZROY	ST DAVID ST	END OF STREET	
3017		BURNLEY	Lane 1187	END OF STREET	
3018		FITZROY	LITTLE VICTORIA ST	Lane 3019	
3019		FITZROY	Lane 3018	END OF STREET	
3020	Johnstone Place	FITZROY	JOHNSTON ST	END OF STREET	Added Jul 2011
3021		RICHMOND	ROWENA PDE	Lane 3022	Added Jul 2011
3022		RICHMOND	Lane 3021	END OF STREET	Added Jul 2011
3023		RICHMOND	Lane 3021	END OF STREET	Added Jul 2011
3024		COLLINGWOOD	LANGRIDGE ST	END OF STREET	Added Jul 2011
3025		FITZROY NORTH	Lane 2207	END OF LANE	Added Jun 2012
3026		RICHMOND	Lane 3022	END OF STREET	Added Jun 2012
3027		RICHMOND	BOYD ST	END OF STREET	Added Jun 2012
3028		CLIFTON HILL	YAMBLA ST	Lane 107.5	Added Sep 2012
3029		CLIFTON HILL	Lane 3030	END OF LANE	Added Sep 2012
3030		CLIFTON HILL	RAMSDEN ST	END OF LANE	Added Sep 2012
3031		CLIFTON HILL	Lane 3032	END OF LANE	Added Sep 2012
3032		CLIFTON HILL	ROSENEATH ST	END OF LANE	Added Sep 2012
3033		RICHMOND	SHERWOOD ST	END OF LANE	Added Feb 2013
3034		RICHMOND	Lane 3033	END OF LANE	Added Feb 2013
3035		RICHMOND	BUTLER ST	END OF LANE	Added Feb 2013
3036	Milton Place	CREMORNE	SHAKESPEARE PL	END OF LANE	Added Feb 2013
3037	Milton Place	CREMORNE	Lane 3036	END OF LANE	Added Feb 2013
3038	Milton Place	RICHMOND	Lane 3037	END OF LANE	Added Feb 2013
3039		CREMORNE	WELLINGTON ST	END OF LANE	Added Feb 2013
3040	Bakehouse Pl	RICHMOND	YORK ST	END OF LANE	Added Feb 2013
3041		FITZROY	Lane 1870	END OF LANE	Added Mar 2013
3042		RICHMOND	COPPIN ST	Lane 1173	Added Jul 2013
3043		FITZROY NORTH	PARK ST	ST GEORGES RD	Added Jul 2013
3044		CREMORNE	FITZGIBBON ST	END OF LANE	Added Jul 2013
3045		FITZROY	YOUNG ST	END OF LANE	Added Oct 2013
3046		FITZROY	YOUNG ST	KENT ST	Added Oct 2013
3047		FITZROY NORTH	FREEMAN ST	END OF LANE	Added Nov 2013
3048		FITZROY	KERR ST	Lane 2502	Added Nov 2013
3049		FITZROY	GORE ST	END OF LANE	Added Nov 2013
3050		FITZROY NORTH	EGREMONT ST	Lane 2085	Added Dec 2013

Attachment 2 - Attachment 2 Register of Public Roads 30 May 2018

Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
3051		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3052		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3053		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3054		FITZROY NORTH	Lane 3001	END OF LANE	Added Dec 2013
3055		FITZROY	NAPIER ST	Lane 1747	Added Dec 2013
3056		FITZROY NORTH	EASTHAM ST	APPERLY ST	Added Feb 2014
3057		FITZROY NORTH	TAIT ST	Lane 2141	Added Feb 2014
3058		RICHMOND	CHURCH ST	END OF LANE	Added May 2014
3059		FITZROY	FISHERS LANE	END OF LANE	Added May 2014
3060		COLLINGWOOD	KEELE ST	LITTLE ABBOT ST	Added May 2014
3061		RICHMOND	CROWN ST	Lane 714	Added May 2014
3062		NORTH CARLTON	EARL ST	Lane 1486	Added May 2014
3063		NORTH CARLTON	Lane 1437	END OF LANE	Added May 2014
3064		RICHMOND	BURNLEY ST	END OF LANE	Added Jul 2014
3065	Deakin Way	RICHMOND	BARNET WAY	BENDIGO ST	Added 5/3/2015
3066		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Added 12/3/2015
3067		FITZROY NORTH	REID ST	END OF LANE	Added 1/6/2015
3068		FITZROY NORTH	Lane 2216	END OF LANE	Added 1/6/2015
3069		FITZROY NORTH	RAE ST	SEACOMBE ST	Added 1/6/2015
3070		CLIFTON HILL	ROSENEATH ST	Lane 3031	Added 1/6/2015
3071		ABBOTSFORD	FEDERATION LA	END OF LANE	Added 1/6/2015
3072		FITZROY NORTH	Lane 2176	END OF LANE	Added 1/6/2015
3073		FITZROY NORTH	ROWE ST	Lane 3074	Added 1/6/2015
3074		FITZROY NORTH	Lane 3073	PARK PL	Added 1/6/2015
3075		FITZROY	LITTLE NAPIER ST	END OF LANE	Added 10/8/2015
3076		NORTH CARLTON	Lane 1423	END OF LANE	Added 2/12/2016
3077		NORTH CARLTON	AMESS ST	END OF LANE	Added 22/5/2017
3078		FITZROY	LEICESTER ST	ROSE ST	Added 26/6/2017
3079		FITZROY	KERR ST	Lane 1823	Added 26/6/2017
3080		CLIFTON HILL	HODGKINSON ST	END OF LANE	Added 25/7/2017
3081		BURNLEY	BURNLEY ST	END OF LANE	Added 19/9/2017
3082		FITZROY	BELL ST	END OF LANE	Added 9/3/2018
3083		FITZROY	Lane 1602	END OF LANE	Added 9/3/2018

REGISTER OF PUBLIC ROADS

(INCLUDING LANEWAYS)

VERSION DATE: 20 April 2021

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ABBOTSFORD ST	NICHOLSON ST	CLARKE ST	Abbotsford	Local Road		Yarra City Council
ALBERT ST	VICTORIA ST	VICTORIA CRES	Abbotsford	Local Road		Yarra City Council
BLOOMBURG ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
BOND ST	SOUTHAMPTON CRES	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
CHARLES ST	VERE ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
CHARLES ST	LANGRIDGE ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
CHURCH ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
CLARKE ST	YARRA ST	JOHNSTON ST	Abbotsford	Local Road		Yarra City Council
COOKE ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
DUKE ST	VICTORIA ST	SOUTHAMPTON CRES	Abbotsford	Local Road		Yarra City Council
EDDY CRT	STANTON ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
FAIRCHILD ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
FERGUSON ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
FLOCKHART ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
GIPPS ST	HODDLE ST	END OF STREET PRIOR TO BRIDGE STRUCTURE	Abbotsford	Local Road		Yarra City Council
GREENWOOD ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
GROSVENOR ST	VICTORIA ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
HARPER ST	NICHOLSON ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
HENRY ST	GIPPS ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	EASTERN FWY	Abbotsford	Arterial Road	Right	VicRoads
HUNTER ST	MARINE PDE	VALIANT ST	Abbotsford	Local Road		Yarra City Council
HUNTER ST	JOHNSTON ST	VALIANT ST	Abbotsford	Local Road		Yarra City Council
JAMES ST	VICTORIA ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
JOHNSTON ST	HODDLE ST	YARRA RIVER	Abbotsford	Arterial Road		VicRoads
LANGRIDGE ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
LITHGOW ST	MOLLISON ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
LITTLE CHARLES ST	GIPPS ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
LITTLE LITHGOW ST	VICTORIA ST	MOLLISON ST	Abbotsford	Local Road		Yarra City Council
LITTLE NICHOLSON ST	GIPPS ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
MARINE PDE	NICHOLSON ST	PATERSON ST	Abbotsford	Local Road		Yarra City Council
MAYFIELD ST	MURRAY ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
MOLLISON ST	VICTORIA CRES	PARK ST	Abbotsford	Local Road		Yarra City Council
MURRAY ST	ALBERT ST	CHURCH ST	Abbotsford	Local Road		Yarra City Council
NELSON ST	CHURCH ST	SOUTH AUDLEY ST	Abbotsford	Local Road		Yarra City Council
NICHOLSON ST	JOHNSTON ST	LANGRIDGE ST	Abbotsford	Local Road		Yarra City Council
PARK ST	JOHNSTON ST	VICTORIA ST	Abbotsford	Local Road		Yarra City Council
PATERSON ST	MARINE PDE	JOHNSTON ST	Abbotsford	Local Road		Yarra City Council
PRINCES ST	ALBERT ST	CHURCH ST	Abbotsford	Local Road		Yarra City Council
RAPHAEL ST	GIPPS ST	BLOOMBURG ST	Abbotsford	Local Road		Yarra City Council
RUSSELL ST	GIPPS ST	BLOOMBURG ST	Abbotsford	Local Road		Yarra City Council
SHAMROCK ST	FLOCKHART ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
SOUTH AUDLEY ST	VICTORIA ST	SOUTHAMPTON CRES	Abbotsford	Local Road		Yarra City Council
SOUTHAMPTON CRES	SOUTH AUDLEY ST	GROSVENOR ST	Abbotsford	Local Road		Yarra City Council
ST HELIERS ST	CLARKE ST	ENTIRE LENGTH	Abbotsford	Local Road		Yarra City Council
ST PHILIPS ST	GIPPS ST	VERE ST	Abbotsford	Local Road		Yarra City Council
STAFFORD ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
STANTON ST	HODDLE ST	PARK ST	Abbotsford	Local Road		Yarra City Council
STUDLEY ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
THOMPSON ST	VICTORIA ST	NELSON ST	Abbotsford	Local Road		Yarra City Council
VALIANT ST	CLARKE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
VERE ST	HODDLE ST	NICHOLSON ST	Abbotsford	Local Road		Yarra City Council
VICTORIA CRES	GIPPS ST	ALBERT ST	Abbotsford	Local Road		Yarra City Council
VICTORIA ST	HODDLE ST	YARRA RIVER	Abbotsford	Arterial Road	Left	VicRoads
WALMER ST	VICTORIA ST	END OF STREET PRIOR TO BRIDGE STRUCTURE	Abbotsford	Local Road		Yarra City Council
WILLIAM ST	VICTORIA ST	MOLLISON ST	Abbotsford	Local Road		Yarra City Council
YARRA BANK CRT	GIPPS ST	END OF STREET	Abbotsford	Local Road		Yarra City Council
YARRA ST	HODDLE ST	CLARKE ST	Abbotsford	Local Road		Yarra City Council
ZETLAND ST	VICTORIA CRES	END OF STREET	Abbotsford	Local Road		Yarra City Council
ADAMS ST	PHILLIPS ST	FOULKES ST	Alphington	Local Road		Yarra City Council
ALPHINGTON ST	END OF STREET	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
ARTHUR ST	PARK CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
AUSTIN ST	PARK CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
CHAMOUNI ST	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
CHANDLER HWY	HEIDELBERG RD	RIVER	Alphington	Arterial Road		Yarra City Council
COATE AVE	REX AVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
COMO ST	LUCERNE CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
CONSTANCE ST	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
FARM ROAD	LUCERNE CRES	END OF STREET	Alphington	Local Road		Yarra City Council
FOULKES ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
GENEVA ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
GIBSON ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
HEIDELBERG RD	MERRI CREEK	BOUNDRY	Alphington	Arterial Road	Right	VicRoads
KILLOP ST	VIEW ST	YARRALEA ST	Alphington	Local Road		Yarra City Council
LATROBE AVE	LUGTON ST	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
LUCERNE CRES	VIEW ST	OLD HEIDELBERG ROAD	Alphington	Local Road		Yarra City Council
LUGTON ST	LATROBE AVE	PARKVIEW ROAD	Alphington	Local Road		Yarra City Council
MARGARET GROVE	PERRY ST	END OF STREET	Alphington	Local Road		Yarra City Council
OAKES ST	ADAMS ST	COMO ST	Alphington	Local Road		Yarra City Council
OLD HEIDELBERG ROAD	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PANTHER PLACE	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PARK AVE	RIVERVIEW GVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
PARK CRES	PANTHER PLACE	ALPHINGTON ST	Alphington	Local Road		Yarra City Council
PARKVIEW ROAD	HEIDELBERG RD	LUGTON ST	Alphington	Local Road		Yarra City Council
PERRY ST	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
PHILLIPS ST	YARRALEA ST	ADAMS ST	Alphington	Local Road		Yarra City Council
REX AVE	COATE AVE	CHANDLER HWY	Alphington	Local Road		Yarra City Council
RIVERBRAE CRT	END OF STREET	ROEMER CRES	Alphington	Local Road		Yarra City Council
RIVERVIEW GVE	PARKVIEW ROAD	VIEW ST	Alphington	Local Road		Yarra City Council
ROEMER CRES	LUCERNE CRES	LUCERNE CRES	Alphington	Local Road		Yarra City Council
ST BERNARDS ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
ST GOTHARDS ROAD	COMO ST	LUCERNE CRES	Alphington	Local Road		Yarra City Council
STATION ST	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
THE ESPLANADE	END OF STREET	ALPHINGTON ST	Alphington	Local Road		Yarra City Council
TOWER AVE	MARGARET GVE	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
VIEW ST	LUCERNE CRES	END OF STREET	Alphington	Local Road		Yarra City Council
YARRA BEND ROAD	HEIDELBERG RD	EASTERN FWY	Alphington	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
YARRAFORD AVE	HEIDELBERG RD	END OF STREET	Alphington	Local Road		Yarra City Council
YARRALEA ST	LUCERNE CRES	HEIDELBERG RD	Alphington	Local Road		Yarra City Council
ADAM ST	BARKLY AVE	MADDEN GR	Burnley	Local Road		Yarra City Council
ALBERT PL	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
BARKLY AVE	BURNLEY ST	GIBDON ST	Burnley	Arterial Road		VicRoads
BARKLY AVE	BURNLEY ST	GIBDON ST	Burnley	Arterial Road		VicRoads
BELGRAVIA ST	SWAN ST	END OF STREET	Burnley	Local Road		Yarra City Council
BELLEVUE ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
BENDIGO ST	SWAN ST	VESPER ST	Burnley	Local Road		Yarra City Council
BLISS ST	CUTTER ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
BOLAND ST	BURNLEY ST	TYPE ST	Burnley	Local Road		Yarra City Council
BROOKS ST	BENDIGO ST	PARK ST	Burnley	Local Road		Yarra City Council
BUNTING ST	MANTON ST	FARMER ST	Burnley	Local Road		Yarra City Council
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Left	VicRoads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Right	VicRoads
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Left SR	Yarra City Council
BURNLEY ST	BARKLY AVE	SWAN ST	Burnley	Arterial Road	Right SR	Yarra City Council
CAMPBELL ST	WESTBANK TCE	END OF STREET	Burnley	Local Road		Yarra City Council
CHERRILL ST	ADAM ST	STAWELL ST	Burnley	Local Road		Yarra City Council
CRIMEA ST	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
CUTTER ST	SWAN ST	MANTON ST	Burnley	Local Road		Yarra City Council
DICKENS ST	TYPE ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
FARMER ST	BURNLEY ST	END OF STREET	Burnley	Local Road		Yarra City Council
FR SMITH DRIVE	YARRA BLVD	END OF STREET	Burnley	Local Road		Yarra City Council
GIBDON ST	MADDEN GR	TWICKENHAM CRES	Burnley	Local Road		Yarra City Council
GLASSHOUSE ST	TYPE ST	END OF STREET	Burnley	Local Road		Yarra City Council
JACKSON ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
JAGO ST	WERTHEIM ST	BENDIGO ST	Burnley	Local Road		Yarra City Council
KHARTOUM ST	STAWELL ST	BENDIGO ST	Burnley	Local Road		Yarra City Council
KIMBER ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
LIGHTFOOT ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
LONGFIELD ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
LOYOLA GR	TWICKENHAM CRES	MADDEN GR	Burnley	Arterial Road		VicRoads
MADDEN GR	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
MADDEN GR	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
MADDEN GR	GIBDON ST	LOYOLA GR	Burnley	Local Road		Yarra City Council
MADDEN GR	LOYOLA GR	SWAN ST	Burnley	Arterial Road		VicRoads
MANTON ST	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
MITCHELL ST	CUTTER ST	END OF STREET	Burnley	Local Road		Yarra City Council
MOORE ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
O'CONNELL ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
PARK AVE	WESTBANK TCE	END OF STREET	Burnley	Local Road		Yarra City Council
PARK GVE	SWAN ST	BROOKS ST	Burnley	Local Road		Yarra City Council
PARK ST	BENDIGO ST	END OF STREET	Burnley	Local Road		Yarra City Council
PARKVILLE ST	STAWELL ST	GIBDON ST	Burnley	Local Road		Yarra City Council
PARKVILLE ST	GIBDON ST	MADDEN GR	Burnley	Local Road		Yarra City Council
QUEEN ST	SWAN ST	END OF STREET	Burnley	Local Road		Yarra City Council
STAWELL ST	SWAN ST	BRIDGE RD	Burnley	Local Road		Yarra City Council
STAWELL ST	BARKLY AVE	MADDEN GR	Burnley	Local Road		Yarra City Council
STAWELL ST	END OF STREET	SWAN ST	Burnley	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
STILLMAN ST	BURNLEY ST	STAWELL ST	Burnley	Local Road		Yarra City Council
SURVEY ST	BENDIGO ST	PARK GVE	Burnley	Local Road		Yarra City Council
SWAN ST	PARK ST	YARRA RIVER	Burnley	Arterial Road		VicRoads
TUDOR ST	BRIDGE RD	VESPER ST	Burnley	Local Road		Yarra City Council
TWICKENHAM CRES	GIBDON ST	LOYOLA GR	Burnley	Arterial Road		VicRoads
TWICKENHAM CRES	GIBDON ST	LOYOLA GR	Burnley	Arterial Road		VicRoads
TYPE ST	BRIDGE RD	END OF STREET	Burnley	Local Road		Yarra City Council
UTOPIA PL	ADAM ST	STAWELL ST	Burnley	Local Road		Yarra City Council
VESPER ST	TUDOR ST	END OF STREET	Burnley	Local Road		Yarra City Council
WERTHEIM ST	STAWELL ST	JAGO ST	Burnley	Local Road		Yarra City Council
WEST ST	ADAM ST	BURNLEY ST	Burnley	Local Road		Yarra City Council
WESTBANK TCE	BRIDGE RD	BENDIGO ST	Burnley	Local Road		Yarra City Council
YARRA BLVD	BRIDGE RD	TWICKENHAM CRES	Burnley	Arterial Road		VicRoads
AMESS ST	PARK ST	FENWICK ST	Carlton North	Local Road		Yarra City Council
BIRDSALL PLACE	RATHDOWNE ST	END OF STREET	Carlton North	Local Road		Yarra City Council
CANNING ST	PRINCES ST	PARK ST	Carlton North	Local Road		Yarra City Council
CURTAIN ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
DAVIS ST	CANNING ST	RATHDOWNE ST	Carlton North	Local Road		Yarra City Council
DRUMMOND ST	PRINCES ST	PARK ST	Carlton North	Local Road		Yarra City Council
EARL ST	SUTTON ST	END OF STREET	Carlton North	Local Road		Yarra City Council
FENWICK ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
HENRY ST	NEWRY ST	END OF STREET	Carlton North	Local Road		Yarra City Council
HERBERT ST	DRUMMOND ST	RATHDOWNE ST	Carlton North	Local Road		Yarra City Council
HUGHES ST	LYGON ST	DRUMMOND ST	Carlton North	Local Road		Yarra City Council
LEE ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
LYGON ST	PARK ST	PRINCES ST	Carlton North	Local Road	Left	Yarra City Council
MACPHERSON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
MARY ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
NEWRY ST	NICHOLSON ST	LYGON ST	Carlton North	Local Road		Yarra City Council
NICHOLSON ST	PARK ST	ALEXANDRA PDE	Carlton North	Arterial Road	Right	VicRoads
O'GRADY ST	RATHDOWNE ST	CANNING ST	Carlton North	Local Road		Yarra City Council
PARK ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
PIGDON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
PRINCES ST	LYGON ST	NICHOLSON ST	Carlton North	Arterial Road	Left	VicRoads
RATHDOWNE ST	PARK ST	PRINCES ST	Carlton North	Local Road		Yarra City Council
RESERVE ST	CURTAIN ST	END OF STREET	Carlton North	Local Road		Yarra City Council
RICHARDSON ST	LYGON ST	NICHOLSON ST	Carlton North	Local Road		Yarra City Council
SHAKESPEARE ST	LYGON ST	DRUMMOND ST	Carlton North	Local Road		Yarra City Council
STATION ST	PARK ST	PRINCES ST	Carlton North	Local Road		Yarra City Council
SUTTON ST	CURTAIN ST	FENWICK ST	Carlton North	Local Road		Yarra City Council
ABBOT GVE	HODDLE ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
ABBOTT GVE	FENWICK ST	SPENSLEY ST	Clifton Hill	Local Road		Yarra City Council
ABBOTT ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
AITKEN ST	RAMSDEN ST	KIEWA ST	Clifton Hill	Local Road		Yarra City Council
ALEXANDER ST	NOONE ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
ALEXANDRA PDE	BRUNSWICK ST	HODDLE ST	Clifton Hill	Arterial Road		VicRoads
ALEXANDRA PDE East	GROOM ST	END OF STREET	Clifton Hill	Arterial Road		VicRoads
ANDERSON ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
BATH ST	TURNER ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
BERRY ST	JOHN ST	RAMSDEN ST	Clifton Hill	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
BROCKENSHIRE ST	RAMSDEN ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
CAROLINE ST	BERRY ST	YAMBLA ST	Clifton Hill	Local Road		Yarra City Council
CLIFTON AVE	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
CLIFTON ST	SPENSLEY ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
COUNCIL ST	WELLINGTON ST	SMITH ST	Clifton Hill	Local Road		Yarra City Council
DALLY ST	CLIFTON AVE	KIEWA ST	Clifton Hill	Local Road		Yarra City Council
DWYER ST	WRIGHT ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
EASTERN FWY	HODDLE ST	RIVER	Clifton Hill	Freeway		VicRoads
EDMUND ST	LITTLE EDMUND ST	WALKER ST	Clifton Hill	Local Road		Yarra City Council
FEDERATION LA	TRENERRY CRES	LULIE ST	Clifton Hill	Local Road		Yarra City Council
FENWICK ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
FIELD ST	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
FORD ST	HORNE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
GEORGE ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Arterial Road		Vic Roads
GEORGE ST	BERRY ST	FENWICK ST	Clifton Hill	Local Road		Yarra City Council
GOLD ST	ALEXANDRA PDE	QUEENS PDE	Clifton Hill	Local Road		Yarra City Council
GORDON ST	ROSENEATH ST	RAMSDEN ST	Clifton Hill	Local Road		Yarra City Council
GRANT ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
GRAY ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
GROOM ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
HALL ST	CAROLINE ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
HEIDELBERG RD	HODDLE ST	MERRI CREEK	Clifton Hill	Arterial Road		VicRoads
HILTON ST	ALEXANDRA PDE	HODGKINSON ST	Clifton Hill	Local Road		Yarra City Council
HODDLE ST	EASTERN FWY	QUEENS PDE	Clifton Hill	Arterial Road		VicRoads
HODGKINSON ST	SMITH ST	TURNBULL ST	Clifton Hill	Local Road		Yarra City Council
HORNE ST	RAMSDEN ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
JOHN ST	RAMSDEN ST	HEIDELBERG RD	Clifton Hill	Local Road		Yarra City Council
KENT ST	HILTON ST	WELLINGTON ST	Clifton Hill	Local Road		Yarra City Council
KIEWA ST	ROSENEATH ST	YAMBLA ST	Clifton Hill	Local Road		Yarra City Council
LANG ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
LILLY ST	RAMSDEN ST	SPENSLEY ST	Clifton Hill	Local Road		Yarra City Council
LITTLE EDMUND ST	EDMUND ST	CLIFTON ST	Clifton Hill	Local Road		Yarra City Council
LITTLE TURNER ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
LOUISE STREET	FIELD ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
LULIE ST	JOHNSTON ST	MAUGIE ST	Clifton Hill	Local Road		Yarra City Council
MAUGIE ST	LULIE ST	TRENERRY CRES	Clifton Hill	Local Road		Yarra City Council
MYRTLE ST	RAMSDEN ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
NAPIER ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
NOONE ST	WELLINGTON ST	GRAY ST	Clifton Hill	Local Road		Yarra City Council
NORTH TCE	HODDLE ST	HODGKINSON ST	Clifton Hill	Local Road		Yarra City Council
O'GRADY ST	BERRY ST	THE ESPLANADE	Clifton Hill	Local Road		Yarra City Council
PAGE ST	GOLD ST	WELLINGTON ST	Clifton Hill	Local Road		Yarra City Council
PARK DVE	WALKER ST	WALKER ST	Clifton Hill	Local Road		Yarra City Council
PARSLOW ST	HODDLE ST	RUTLAND ST	Clifton Hill	Local Road		Yarra City Council
PECKVILLE ST	NOONE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
QUEENS PDE	ALEXANDRA PDE	HODDLE ST	Clifton Hill	Arterial Road	Right SR	VicRoads
RAMSDEN ST	HODDLE ST	FIELD ST	Clifton Hill	Local Road		Yarra City Council
REEVES ST	ALEXANDER ST	COUNCIL ST	Clifton Hill	Local Road		Yarra City Council
RICH ST	JOHNSTON ST	TURNER ST	Clifton Hill	Local Road		Yarra City Council
ROSE ST	FENWICK ST	BERRY ST	Clifton Hill	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ROSENEATH ST	HODDLE ST	FIELD ST	Clifton Hill	Local Road		Yarra City Council
RUTLAND ST	ROSENEATH ST	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
SMITH ST	QUEENS PDE	ALEXANDRA PDE	Clifton Hill	Local Road		Yarra City Council
SOUTH TCE	GOLD ST	HODDLE ST	Clifton Hill	Local Road		Yarra City Council
SPENSLEY ST	JOHN ST	THE ESPLANADE	Clifton Hill	Local Road		Yarra City Council
THE ESPLANADE	HEIDELBERG RD	WALKER ST	Clifton Hill	Local Road		Yarra City Council
TRENERRY CRES	GRAY ST	JOHNSTON ST	Clifton Hill	Local Road		Yarra City Council
TRURO ST	HODDLE ST	ENTIRE LENGTH	Clifton Hill	Local Road		Yarra City Council
TURNBULL ST	HEIDELBERG RD	NORTH TCE	Clifton Hill	Local Road		Yarra City Council
TURNER ST	TRENERRY CRES	END OF STREET	Clifton Hill	Local Road		Yarra City Council
WALKER ST	THE ESPLANADE	FENWICK ST	Clifton Hill	Local Road		Yarra City Council
WELLINGTON ST	ALEXANDRA PDE	QUEENS PDE	Clifton Hill	Local Road		Yarra City Council
WILLIAM ST	FIELD ST	END OF STREET	Clifton Hill	Local Road		Yarra City Council
WRIGHT ST	FENWICK ST	DWYER ST	Clifton Hill	Local Road		Yarra City Council
YAMBLA ST	WRIGHT ST	ROSENEATH ST	Clifton Hill	Local Road		Yarra City Council
ALEXANDER ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
ALEXANDRA PDE	SMITH ST	HODDLE ST	Collingwood	Arterial Road		VicRoads
BALLARAT ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
BEDFORD ST	JOHNSTON ST	END OF STREET	Collingwood	Local Road		Yarra City Council
BENDIGO ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
BLANCHE ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
BROWN ST	LANGRIDGE ST	ENTIRE LENGTH	Collingwood	Local Road		Yarra City Council
BUDD ST	ALEXANDRA PDE	JOHNSTON ST	Collingwood	Local Road		Yarra City Council
CAMBRIDGE ST	STANLEY ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
CAMPBELL ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
CAMPBELL ST	VERE ST	GIPPS ST	Collingwood	Local Road		Yarra City Council
CHARLOTTE ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
CHARLOTTE ST	HOTHAM ST	END OF STREET	Collingwood	Local Road		Yarra City Council
CROMWELL ST	McCUTCHEON WAY	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
DERBY ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
DIGHT ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
DIGHT ST	VERE ST	SINGLETON ST	Collingwood	Local Road		Yarra City Council
DORSET ST	WELLINGTON ST	END OF STREET	Collingwood	Local Road		Yarra City Council
DOWN ST	VERE ST	SINGLETON ST	Collingwood	Local Road		Yarra City Council
EASEY ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
EMMA ST	ALEXANDRA PDE	HOTHAM ST	Collingwood	Local Road		Yarra City Council
EMMA ST	HOTHAM ST	END OF STREET	Collingwood	Local Road		Yarra City Council
FOREST ST	HOTHAM ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
FRANCIS ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
GIPPS ST	WELLINGTON ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
GLASGOW ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
GLASSHOUSE RD	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
GOLD ST	JOHNSTON ST	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
HARMSWORTH ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	EASTERN FWY	Collingwood	Arterial Road	Left	VicRoads
HODDLE ST	HOTHAM ST	SACKVILLE ST	Collingwood	Local Road	Left SR	Yarra City Council
HOOD ST	HODDLE ST	ISLINGTON ST	Collingwood	Local Road		Yarra City Council
HOTHAM ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
ISLINGTON ST	HOOD ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
JOHN ST	SINGLETON ST	VERE ST	Collingwood	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
JOHNSTON ST	SMITH ST	HODDLE ST	Collingwood	Arterial Road		VicRoads
KEELE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
LANGRIDGE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
LITTLE ABBOT ST	HODDLE ST	GOLD ST	Collingwood	Local Road		Yarra City Council
LITTLE ABBOT ST	GOLD ST	END OF STREET	Collingwood	Local Road		Yarra City Council
LITTLE OXFORD ST	STANLEY ST	DERBY ST	Collingwood	Local Road		Yarra City Council
LITTLE WELLINGTON ST	WELLINGTON ST	NAPOLEON ST	Collingwood	Local Road		Yarra City Council
MASON ST	SMITH ST	CAMBRIDGE ST	Collingwood	Local Road		Yarra City Council
MATER ST	SMITH ST	GOLD ST	Collingwood	Local Road		Yarra City Council
McCUTCHEON WAY	CROMWELL ST	CAMPBELL ST	Collingwood	Local Road		Yarra City Council
MONTAGUE ST	ROKEBY ST	RUPERT ST	Collingwood	Local Road		Yarra City Council
NAPOLEON ST	OTTER ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
NORTHUMBERLAND ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
OTTER ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
OXFORD ST	STANLEY ST	MASON ST	Collingwood	Local Road		Yarra City Council
PALMER ST	JOHNSTON ST	PERRY ST	Collingwood	Local Road		Yarra City Council
PEEL ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
PERRY ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
ROBERT ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
ROKEBY ST	GIPPS ST	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
RUPERT ST	McCUTCHEON WAY	VICTORIA PDE	Collingwood	Local Road		Yarra City Council
SACKVILLE ST	SMITH ST	HODDLE ST	Collingwood	Local Road		Yarra City Council
SILVER ST	GLASGOW ST	LANGRIDGE ST	Collingwood	Local Road		Yarra City Council
SINGLETON ST	WELLINGTON ST	DIGHT ST	Collingwood	Local Road		Yarra City Council
SMITH ST	ALEXANDRA PDE	VICTORIA PDE	Collingwood	Local Road	Left	Yarra City Council
STANLEY ST	SMITH ST	WELLINGTON ST	Collingwood	Local Road		Yarra City Council
STURT ST	GIPPS ST	McCUTCHEON WAY	Collingwood	Local Road		Yarra City Council
SYDNEY ST	PERRY ST	JOHNSTON ST	Collingwood	Local Road		Yarra City Council
VERE ST	WELLINGTON ST	HARMSWORTH ST	Collingwood	Local Road		Yarra City Council
WATERLOO ST	WELLINGTON ST	ROKEBY ST	Collingwood	Local Road		Yarra City Council
WELLINGTON ST	VICTORIA PDE	ALEXANDRA PDE	Collingwood	Local Road		Yarra City Council
YORK ST	DIGHT ST	ENTIRE LENGTH	Collingwood	Local Road		Yarra City Council
ADELAIDE ST	CHURCH ST	GREEN ST	Cremorne	Local Road		Yarra City Council
ADOLPH ST	CHURCH ST	END OF STREET	Cremorne	Local Road		Yarra City Council
BALMAIN ST	CREMORNE ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
BENT ST	CUBITT ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
BLANCHE ST	PUNT RD	CREMORNE ST	Cremorne	Local Road		Yarra City Council
BYRON ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
CHAPEL ST	GREEN ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
CHAPEL ST	WALNUT ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
CHESTNUT ST	ADOLPH ST	GORDON ST	Cremorne	Local Road		Yarra City Council
CHURCH ST	SE FWY	SWAN ST	Cremorne	Arterial Road	Left	VicRoads
CREMORNE ST	SWAN ST	HARD COURT PDE	Cremorne	Local Road		Yarra City Council
CUBITT ST	SE FWY	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
DOVE ST	STEPHENSON ST	END OF STREET	Cremorne	Local Road		Yarra City Council
DOVER ST	SE FWY	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
DUNN ST	STEPHENSON ST	GREEN ST	Cremorne	Local Road		Yarra City Council
ELECTRIC ST	END OF STREET	ODDY'S LANE	Cremorne	Local Road		Yarra City Council
FITZGIBBON ST	CUBITT ST	DOVER ST	Cremorne	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
GORDON ST	CHURCH ST	CHESTNUT ST	Cremorne	Local Road		Yarra City Council
GOUGH PL	GOUGH ST	END OF STREET	Cremorne	Local Road		Yarra City Council
GOUGH ST	CREMORNE ST	PUNT RD	Cremorne	Local Road		Yarra City Council
GREEN ST	ELECTRIC ST	ADOLPH ST	Cremorne	Local Road		Yarra City Council
GREEN ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
GWYNNE ST	MUNRO ST	STEPHENSON ST	Cremorne	Local Road		Yarra City Council
HARD COURT PDE	PUNT RD	SE FWY	Cremorne	Freeway		VicRoads
HILL ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
HUCKERBY ST	ROUT ST	BLANCHE ST	Cremorne	Local Road		Yarra City Council
HUTCHINGS ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
JESSIE ST	CREMORNE ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
KELSO ST	STEPHENSON ST	PUNT RD	Cremorne	Local Road		Yarra City Council
KIPLING ST	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
LORETTO ST	WELLINGTON ST	JESSIE ST	Cremorne	Local Road		Yarra City Council
MELROSE ST	GOUGH ST	KELSO ST	Cremorne	Local Road		Yarra City Council
MUNRO ST	CUBITT ST	GWYNNE ST	Cremorne	Local Road		Yarra City Council
NEWTON ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
ODDY'S LANE	ELECTRIC ST	END OF STREET	Cremorne	Local Road		Yarra City Council
PARKINS LANE	CREMORNE ST	KELSO ST	Cremorne	Local Road		Yarra City Council
PEARSON ST	CHURCH ST	WALNUT ST	Cremorne	Local Road		Yarra City Council
PUNT RD	SE FWY	SWAN ST	Cremorne	Arterial Road	Right	VicRoads
RAILWAY CRESCENT	ADOLPH ST	ENTIRE LENGTH	Cremorne	Local Road		Yarra City Council
RAILWAY PL	GREEN ST	ROYAL PL	Cremorne	Local Road		Yarra City Council
ROUT ST	PUNT RD	WELLINGTON ST	Cremorne	Local Road		Yarra City Council
ROYAL PL	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
SHAKESPEARE PL	SWAN ST	END OF STREET	Cremorne	Local Road		Yarra City Council
STEPHENSON ST	BALMAIN ST	KELSO ST	Cremorne	Local Road		Yarra City Council
STEPHENSON ST	KELSO ST	CREMORNE ST	Cremorne	Local Road		Yarra City Council
SWAN ST	PUNT RD	CHURCH ST	Cremorne	Arterial Road	Right	VicRoads
VICTORIA AVE	DOVER ST	END OF STREET	Cremorne	Local Road		Yarra City Council
WALNUT ST	ADELAIDE ST	ADOLPH ST	Cremorne	Local Road		Yarra City Council
WALNUT ST	NEWTON ST	BALMAIN ST	Cremorne	Local Road		Yarra City Council
WELLINGTON ST	PARKINS LANE	SWAN ST	Cremorne	Local Road		Yarra City Council
WHITE ST	ADOLPH ST	DUNN ST	Cremorne	Local Road		Yarra City Council
WILLIAM ST	GREEN ST	CHURCH ST	Cremorne	Local Road		Yarra City Council
ALBERT PL	GORE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
ALEXANDRA PDE	NICHOLSON ST	SMITH ST	Fitzroy	Arterial Road		VicRoads
ALMA ST	REGENT ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
ARGYLE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
BACH LA	MOOR ST	KING WILLIAM ST	Fitzroy	Local Road		Yarra City Council
BELL ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
BRUNSWICK PL	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
BRUNSWICK ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
CECIL ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
CHAPEL ST	YOUNG ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
CHARLES ST	NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
CONDELL ST	YOUNG ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
COWELL ST	LITTLE HANOVER ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
CREMORNE PL	CREMORNE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
CREMORNE ST	BELL ST	CREMORNE PL	Fitzroy	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ELLIOTT ST	JOHNSTON ST	CHAPEL ST	Fitzroy	Local Road		Yarra City Council
EXHIBITION ST	YOUNG ST	NAPIER ST	Fitzroy	Local Road		Yarra City Council
FISHERS LA	MOOR ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
FITZROY ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
FLEET ST	PALMER ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GARFIELD ST	CREMORNE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GEORGE ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
GERTRUDE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
GORE ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
GRAHAM ST	YOUNG ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
GREEVES ST	MAHONEY ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
HANOVER ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
HARGREAVES ST	ST DAVID ST	GREEVES ST	Fitzroy	Local Road		Yarra City Council
HENRY ST	NICHOLSON ST	SPRING ST	Fitzroy	Local Road		Yarra City Council
HERTFORD ST	CHAPEL ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
HIGHETT PL	GREEVES ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
HODGSON ST	GORE ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
HODGSON ST	GORE ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
JAMES ST	FITZROY ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
JOHN ST	BELL ST	MOOR ST	Fitzroy	Local Road		Yarra City Council
JOHNSTON ST	NICHOLSON ST	SMITH ST	Fitzroy	Arterial Road		VicRoads
KENT ST	MOOR ST	ST DAVID ST	Fitzroy	Local Road		Yarra City Council
KERR ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
KING WILLIAM ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
LEICESTER ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
LITTLE CHARLES ST	NAPIER ST	GEORGE ST	Fitzroy	Local Road		Yarra City Council
LITTLE FLEET ST	PALMER ST	LITTLE HANOVER ST	Fitzroy	Local Road		Yarra City Council
LITTLE GEORGE ST	WEBB ST	LITTLE VICTORIA ST	Fitzroy	Local Road		Yarra City Council
LITTLE GORE ST	WEBB ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE GORE ST	LITTLE VICTORIA ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE HANOVER ST	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
LITTLE NAPIER ST	LITTLE VICTORIA ST	GERTRUDE ST	Fitzroy	Local Road		Yarra City Council
LITTLE SMITH ST	LITTLE VICTORIA ST	WEBB ST	Fitzroy	Local Road		Yarra City Council
LITTLE VICTORIA ST	LITTLE NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
MAHONEY ST	BELL ST	VICTORIA ST	Fitzroy	Local Road		Yarra City Council
MARION LA	ROYAL LANE	FITZROY ST	Fitzroy	Local Road		Yarra City Council
MARION ST	FITZROY ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
MOOR ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
NAPIER PLACE	MOOR ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
NAPIER ST	CECIL ST	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
NICHOLSON ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Arterial Road	Left	VicRoads
PALMER ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy	Local Road		Yarra City Council
PRINCES ST	NICHOLSON ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
REGENT ST	PRINCES ST	ALMA ST	Fitzroy	Local Road		Yarra City Council
ROCHESTER ST	CHAPEL ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council
ROSE ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
ROYAL LANE	GERTRUDE ST	PALMER ST	Fitzroy	Local Road		Yarra City Council
SANDEMANN PL	CHARLES ST	END OF STREET	Fitzroy	Local Road		Yarra City Council
SMITH ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road	Right	Yarra City Council
SPRING ST	ROSE ST	JOHNSTON ST	Fitzroy	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ST DAVID ST	BRUNSWICK ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
VICTORIA PDE	NICHOLSON ST	HODDLE ST	Fitzroy	Arterial Road	Left	VicRoads
VICTORIA ST	NICHOLSON ST	YOUNG ST	Fitzroy	Local Road		Yarra City Council
WEBB ST	NAPIER ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
WESTGARTH ST	NICHOLSON ST	SMITH ST	Fitzroy	Local Road		Yarra City Council
WOOD ST	MOOR ST	CONDELL ST	Fitzroy	Local Road		Yarra City Council
YOUNG ST	ALEXANDRA PDE	VICTORIA PDE	Fitzroy	Local Road		Yarra City Council
ALEXANDRA PDE	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Arterial Road		VicRoads
ALFRED CR	ST GEORGES RD	JAMIESON ST	Fitzroy North	Local Road		Yarra City Council
ALFRED ST	RAE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
ANNAND ST	SALISBURY CRES	RAE ST	Fitzroy North	Local Road		Yarra City Council
APPERLY ST	SCOTCHMER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
APPERLY ST	SCOTCHMER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BARKLY ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
BARKLY ST	ST GEORGES RD	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BATMAN ST	ALFRED ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BENNETT ST	HOLDEN ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BEST ST	PARK ST	ALFRED CR	Fitzroy North	Local Road		Yarra City Council
BIRKENHEAD ST	PARK ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
BRENNAND ST	McKEAN ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
BROOKES CRES	NICHOLSON ST	WATKINS ST	Fitzroy North	Local Road		Yarra City Council
BRUNSWICK ST	HOLDEN ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
BRUNSWICK ST	ST GEORGES RD	ALEXANDRA PDE	Fitzroy North	Arterial Road		VicRoads
BUNDARA ST	BARKLY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BUNDARA ST	BARKLY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
BYRNE ST	HOLDEN ST	RAILWAY PL	Fitzroy North	Local Road		Yarra City Council
CHURCH ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Local Road		Yarra City Council
CLAUSCEN ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
COLEMAN ST	NAPIER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
COLEMAN ST	NAPIER ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
CURTAIN PL	YORK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
DEAN ST	HOLDEN ST	BARKLY ST	Fitzroy North	Local Road		Yarra City Council
DELBRIDGE ST	FALCONER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
DUMMETT CRESCENT	QUEENS PDE	HEIDELBERG RD	Fitzroy North	Local Road		Yarra City Council
EASTHAM ST	TAIT ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
EGREMONT ST	SCOTCHMER ST	TRANMERE ST	Fitzroy North	Local Road		Yarra City Council
FALCONER ST	ALFRED CR	END OF STREET	Fitzroy North	Local Road		Yarra City Council
FERGIE ST	ALFRED CR	PARK ST	Fitzroy North	Local Road		Yarra City Council
FREEMAN ST	NICHOLSON ST	NAPIER ST	Fitzroy North	Local Road		Yarra City Council
GRACE LANE	BRUNSWICK PL	END OF STREET	Fitzroy North	Local Road		Yarra City Council
GRANT ST	QUEENS PDE	ALFRED CR	Fitzroy North	Local Road		Yarra City Council
HEIDELBERG RD	QUEENS PDE	HODDLE ST	Fitzroy North	Arterial Road		VicRoads
HODDLE ST	OVERPASS	QUEENS PDE	Fitzroy North	Arterial Road		VicRoads
HOLDEN ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
HOLDEN ST	ST GEORGES RD	END OF STREET	Fitzroy North	Local Road		Yarra City Council
HOPE ST	RAE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
HOWE ST	MICHAEL ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
IDA ST	MILLER ST	BOUNDARY	Fitzroy North	Local Road		Yarra City Council
IVAN ST	PARK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
JAMIESON ST	ALFRED CR	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
KING ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
KNEEN ST	FALCONER ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
LAURA ST	LAURA PL	YORK ST	Fitzroy North	Local Road		Yarra City Council
LIVERPOOL ST	NICHOLSON ST	RAE ST	Fitzroy North	Local Road		Yarra City Council
MARK ST	TAIT ST	FALCONER ST	Fitzroy North	Local Road		Yarra City Council
MAY ST	KING ST	IDA ST	Fitzroy North	Local Road		Yarra City Council
McKEAN ST	JAMIESON ST	BRENNAND ST	Fitzroy North	Local Road		Yarra City Council
MELVILLE ST	BARKLY ST	CLAUSCEN ST	Fitzroy North	Local Road		Yarra City Council
MICHAEL ST	SCOTCHMER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
MILLER ST	NICHOLSON ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
MOSS ST	PARK ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
NAPIER ST	FREEMAN ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
NEWRY ST	NICHOLSON ST	NAPIER ST	Fitzroy North	Local Road		Yarra City Council
NICHOLSON ST	BOUNDRY	ALEXANDRA PDE	Fitzroy North	Arterial Road		VicRoads
PARK PDE	MICHAEL ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PARK PL	DELBRIDGE ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PARK ST	NICHOLSON ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
PERCY ST	ST GEORGES RD	RAE ST	Fitzroy North	Local Road		Yarra City Council
PILKINGTON ST	HOLDEN ST	BARKLY ST	Fitzroy North	Local Road		Yarra City Council
PORTER ST	RAILWAY ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
QUEEN ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
QUEENS PDE	ALEXANDRA PDE	RUSHALL CRES	Fitzroy North	Arterial Road	Left SR	VicRoads
RAE ST	MILLER ST	ALEXANDRA PDE	Fitzroy North	Local Road		Yarra City Council
RAILWAY LA	PARK ST	LIVERPOOL ST	Fitzroy North	Local Road		Yarra City Council
RAILWAY PL	BYRNE ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
RAILWAY ST	BRUNSWICK ST	BYRNE ST	Fitzroy North	Local Road		Yarra City Council
REID ST	NICHOLSON ST	ALFRED ST	Fitzroy North	Local Road		Yarra City Council
ROWE ST	ALFRED ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
RUSHALL CRES	FALCONER ST	QUEENS PDE	Fitzroy North	Local Road		Yarra City Council
SALISBURY CRES	NICHOLSON ST	ANNAND ST	Fitzroy North	Local Road		Yarra City Council
SCOTCHMER ST	NICHOLSON ST	FALCONER ST	Fitzroy North	Local Road		Yarra City Council
SEACOMBE ST	REID ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
ST GEORGES RD	BOUNDRY	BRUNSWICK ST	Fitzroy North	Arterial Road		VicRoads
ST GEORGES RD	BRUNSWICK ST	NICHOLSON ST	Fitzroy North	Local Road		Yarra City Council
TAIT ST	MARK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
TAPLIN ST	ST GEORGES RD	PARK ST	Fitzroy North	Local Road		Yarra City Council
TAYLOR ST	BOUNDRY	CLAUSCEN ST	Fitzroy North	Local Road		Yarra City Council
TEMPANY ST	NICHOLSON ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
TRANMERE ST	BRUNSWICK ST	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
WATKINS ST	BROOKES CRES	ST GEORGES RD	Fitzroy North	Local Road		Yarra City Council
WHITE ST	MILLER ST	BOUNDRY	Fitzroy North	Local Road		Yarra City Council
WOODHEAD ST	FALCONER ST	SCOTCHMER ST	Fitzroy North	Local Road		Yarra City Council
WOODSIDE ST	MICHAEL ST	RUSHALL CRES	Fitzroy North	Local Road		Yarra City Council
YORK PL	YORK ST	END OF STREET	Fitzroy North	Local Road		Yarra City Council
YORK ST	NICHOLSON ST	BRUNSWICK ST	Fitzroy North	Local Road		Yarra City Council
ARNOLD ST	SOLLY AVE	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
BOWEN CR	GARTON ST	PARK ST	Princes Hill	Local Road		Yarra City Council
CASSAR PL	McILWRAITH ST	END OF STREET	Princes Hill	Local Road		Yarra City Council
GARTON ST	PARK ST	GALLAGHER RESERVE	Princes Hill	Local Road		Yarra City Council
GARTON ST	HOLTON ST WEST	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
HOLTON ST EAST	McILWRAITH ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
HOLTON ST WEST	BOWEN CR	ARNOLD ST	Princes Hill	Local Road		Yarra City Council
LANG ST	BOWEN CR	PARK ST	Princes Hill	Local Road		Yarra City Council
LYGON ST	PARK ST	MACPHERSON ST	Princes Hill	Local Road	Right	Yarra City Council
MACPHERSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
McILWRAITH ST	PARK ST	MACPHERSON ST	Princes Hill	Local Road		Yarra City Council
PARK ST	BOWEN CR	LYGON ST	Princes Hill	Local Road		Yarra City Council
PATERSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
PIGDON ST	BOWEN CR	LYGON ST	Princes Hill	Local Road		Yarra City Council
RICHARDSON ST	GARTON ST	LYGON ST	Princes Hill	Local Road		Yarra City Council
SOLLY AVE	ARNOLD ST	WILSON ST	Princes Hill	Local Road		Yarra City Council
WILSON ST	PARK ST	PIGDON ST	Princes Hill	Local Road		Yarra City Council
ABINGER ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
ALBERT ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
ALBYN ST	EUCALYPTUS ST	END OF STREET	Richmond	Local Road		Yarra City Council
ALFRED ST	ROWENA PDE	RICHMOND TCE	Richmond	Local Road		Yarra City Council
ALLOWAH TCE	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
AMSTERDAM ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
APPLETON ST	BURNLEY ST	CLARKE ST	Richmond	Local Road		Yarra City Council
BAKER ST	JOHNSON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
BANK ST	HIGHETT ST	HULL ST	Richmond	Local Road		Yarra City Council
BARKLY AVE	BRIGHTON ST	ROONEY ST	Richmond	Local Road		Yarra City Council
BARNET WAY	DEAKIN LA	KHARTOUM ST	Richmond	Local Road		Yarra City Council (added 5/3/2015)
BEISSEL ST	LORD ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
BELGIUM AVE	HIGHETT ST	VERE ST	Richmond	Local Road		Yarra City Council
BELL ST	SWAN ST	BENSON ST	Richmond	Local Road		Yarra City Council
BENNETT ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
BENSON ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
BERRY ST	CHURCH ST	WALTHAM ST	Richmond	Local Road		Yarra City Council
BIRCH SQUARE	MURPHY ST	MURPHY ST	Richmond	Local Road		Yarra City Council
BLAZEY ST	BURNLEY ST	VAUGHAN ST	Richmond	Local Road		Yarra City Council
BLAZEY ST	VAUGHAN ST	RIVER ST	Richmond	Local Road		Yarra City Council
BOSISTO ST	BRIDGE RD	HIGHETT ST	Richmond	Local Road		Yarra City Council
BOTHERAMBO ST	SWAN ST	MONTGOMERY ST	Richmond	Local Road		Yarra City Council
BOWEN ST	LENNOX ST	END OF STREET	Richmond	Local Road		Yarra City Council
BOYD ST	BURNLEY ST	LORD ST	Richmond	Local Road		Yarra City Council
BRADY ST	LORD ST	COPPIN ST	Richmond	Local Road		Yarra City Council
BRIDGE RD	PUNT RD	CHURCH ST	Richmond	Arterial Road		VicRoads
BRIDGE RD	CHURCH ST	BURNLEY ST	Richmond	Arterial Road		VicRoads
BRIDGE RD	BURNLEY ST	HAWTHORN BRIDGE	Richmond	Arterial Road		VicRoads
BRIGHTON ST	SE FWY	LESNEY ST	Richmond	Local Road		Yarra City Council
BRIGHTON ST	LITTLE LESNEY ST	SWAN ST	Richmond	Local Road		Yarra City Council
BROMHAM PLACE	HIGHETT ST	RISLEY ST	Richmond	Local Road		Yarra City Council
BROUGHAM ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
BUCKINGHAM ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
BURGESS ST	MARY ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
BURNLEY ST	VICTORIA ST	BRIDGE RD	Richmond	Arterial Road		VicRoads
BURNLEY ST	BRIDGE RD	SWAN ST	Richmond	Arterial Road		VicRoads
BUTLER ST	JONAS ST	LENNOX ST	Richmond	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
CAMERON ST	CHURCH ST	LENNOX ST	Richmond	Local Road		Yarra City Council
CANTERBURY ST	BEISSEL ST	END OF STREET	Richmond	Local Road		Yarra City Council
CARROLL ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
CHARLES ST	SWAN ST	GEORGE ST	Richmond	Local Road		Yarra City Council
CHARLOTTE ST	CHARLES ST	CHURCH ST	Richmond	Local Road		Yarra City Council
CHRISTINE CRESCENT	ELAINE CRT	END OF STREET	Richmond	Local Road		Yarra City Council
CHURCH ST	BRIDGE RD	VICTORIA ST	Richmond	Arterial Road		VicRoads
CHURCH ST	SWAN ST	BRIDGE RD	Richmond	Arterial Road		VicRoads
CHURCH ST	SE FWY	SWAN ST	Richmond	Arterial Road	Right	VicRoads
CLARKE ST	NORTH ST	END OF STREET	Richmond	Local Road		Yarra City Council
CLIFTON ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
COLE ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
COOKE CRT	CHURCH ST	LEWIS CRT	Richmond	Local Road		Yarra City Council
COPPIN ST	HIGHETT ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
COPPIN ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
COPPIN ST	SWAN ST	BARKLY AVE	Richmond	Local Road		Yarra City Council
CORNS PL	LENNOX ST	LEIGH PL	Richmond	Local Road		Yarra City Council
CORSAIR ST	LORD ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
COTTER ST	MARY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
CROWN ST	BURNLEY ST	RIVER ST	Richmond	Local Road		Yarra City Council
DANDO ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
DARLINGTON PDE	WALTHAM ST	CHURCH ST	Richmond	Local Road		Yarra City Council
DAVID ST	APPLETON ST	END OF STREET	Richmond	Local Road		Yarra City Council
DAVIS ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
DAVISON ST	VICTORIA ST	MURPHY ST	Richmond	Local Road		Yarra City Council
DERBY ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
DICKMANN ST	GIPPS ST	SWAN ST	Richmond	Local Road		Yarra City Council
DOCKER ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
DOONSIDE ST	BURNLEY ST	DAVID ST	Richmond	Local Road		Yarra City Council
DUKE ST	SWAN ST	END OF STREET	Richmond	Local Road		Yarra City Council
DURHAM ST	YORKSHIRE ST	END OF STREET	Richmond	Local Road		Yarra City Council
EDINBURGH ST	SWAN ST	FRASER ST	Richmond	Local Road		Yarra City Council
EGAN PL	HIGHETT ST	EGAN ST	Richmond	Local Road		Yarra City Council
EGAN ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
ELAINE CRT	RIVER BLVD	CHRISTINE CRESCENT	Richmond	Local Road		Yarra City Council
ELIZABETH ST	CHURCH ST	HODDLE ST	Richmond	Local Road		Yarra City Council
ELLIS ST	HIGHETT ST	CAMERON ST	Richmond	Local Road		Yarra City Council
ELM GROVE	CHURCH ST	CHARLES ST	Richmond	Local Road		Yarra City Council
ERIN ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
EUCALYPTUS ST	BRIDGE RD	BERRY ST	Richmond	Local Road		Yarra City Council
EUREKA ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
FEAR ST	ALFRED ST	MILLER ST	Richmond	Local Road		Yarra City Council
FIREBELL LANE	WAVERLEY ST	END OF STREET	Richmond	Local Road		Yarra City Council
FORDHAM CRT	GOODWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
FRANCIS ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
FRASER ST	BRIDGE RD	EDINBURGH ST	Richmond	Local Road		Yarra City Council
FREEMAN ST	HODDLE ST	LENNOX ST	Richmond	Local Road		Yarra City Council
GARDNER ST	BRIDGE RD	BENNETT ST	Richmond	Local Road		Yarra City Council
GARFIELD ST	LENNOX ST	REGENT ST	Richmond	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
GEORGE ST	CHARLES ST	END OF STREET	Richmond	Local Road		Yarra City Council
GIBBONS ST	CHURCH ST	ALBERT ST	Richmond	Local Road		Yarra City Council
GIPPS ST	CHURCH ST	LENNOX ST	Richmond	Local Road		Yarra City Council
GLASS ST	BEISSEL ST	BOYD ST	Richmond	Local Road		Yarra City Council
GLEADELL ST	BRIDGE RD	HIGHETT ST	Richmond	Local Road		Yarra City Council
GOODWIN ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
GOODWOOD ST	ROTHERWOOD ST	WALTHAM ST	Richmond	Local Road		Yarra City Council
GRATTAN PL	ROWENA PDE	RICHMOND TCE	Richmond	Local Road		Yarra City Council
GRIFFITHS ST	BRIDGE RD	SOMERSET ST	Richmond	Local Road		Yarra City Council
HARVEY ST	SWAN ST	LESNEY ST	Richmond	Local Road		Yarra City Council
HENTY ST	CAMERON ST	END OF STREET	Richmond	Local Road		Yarra City Council
HIGHETT ST	CHURCH ST	FREEMAN ST	Richmond	Local Road		Yarra City Council
HIGHETT ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
HODDLE PL	HODDLE ST	END OF STREET	Richmond	Local Road		Yarra City Council
HODDLE ST	VICTORIA ST	BRIDGE RD	Richmond	Arterial Road	Left	VicRoads
HODGSON TCE	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
HOLLICK ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
HOSIE ST	BRIDGE RD	ABINGER ST	Richmond	Local Road		Yarra City Council
HOWARD ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
HULL ST	BANK ST	THOMAS ST	Richmond	Local Road		Yarra City Council
HUNTER ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
JAMES ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council
JIKA PL	HODDLE ST	RAILWAY STATION	Richmond	Local Road		Yarra City Council
JOHNSON ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
JONAS ST	ELIZABETH ST	VICTORIA ST	Richmond	Local Road		Yarra City Council
JONES PL	BRIDGE RD	PALMER ST	Richmond	Local Road		Yarra City Council
JUBILEE PL	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
JUDD ST	BRIDGE RD	CAMERON ST	Richmond	Local Road		Yarra City Council
KENNEDY AV	WERTHEIM ST	END OF STREET	Richmond	Local Road		Yarra City Council (added 5/3/2015)
KENNEDY ST	JOHNSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
KENNY ST	BANK ST	END OF STREET	Richmond	Local Road		Yarra City Council
KENT ST	BURNLEY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
KING ST	TANNER ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
KINGSTON PL	EGAN PL	STATION ST	Richmond	Local Road		Yarra City Council
KINGSTON ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LAITY ST	JOHNSON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LAMBERT ST	VICTORIA ST	KENT ST	Richmond	Local Road		Yarra City Council
LEEDS ST	LENNOX ST	EGAN PL	Richmond	Local Road		Yarra City Council
LEGO PL	BOSISTO ST	END OF STREET	Richmond	Local Road		Yarra City Council
LEIGH PL	BRIDGE RD	ERIN ST	Richmond	Local Road		Yarra City Council
LENNOX ST	VICTORIA ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
LENNOX ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
LESLIE ST	VICTORIA ST	BUCKINGHAM ST	Richmond	Local Road		Yarra City Council
LESNEY ST	MARY ST	CHURCH ST	Richmond	Local Road		Yarra City Council
LINCOLN ST	CHURCH ST	JOHNSON ST	Richmond	Local Road		Yarra City Council
LITTLE ALFRED ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE BUCKINGHAM ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE KENT ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
LITTLE LESNEY ST	MARY ST	END OF STREET	Richmond	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
LORD PLACE	WALL ST	ENTIRE LENGTH	Richmond	Local Road		Yarra City Council
LORD ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
LOUGHNAN ST	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
LYNDHURST ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
MADDEN GR	MARY ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MALLESON ST	MARY ST	LYNDHURST ST	Richmond	Local Road		Yarra City Council
MARGARET ST	STEWART ST	TANNER ST	Richmond	Local Road		Yarra City Council
MARY ST	BRIDGE RD	SWAN ST	Richmond	Local Road		Yarra City Council
MARY ST	SWAN ST	END OF STREET	Richmond	Local Road		Yarra City Council
McGOUN ST	THOMAS ST	END OF STREET	Richmond	Local Road		Yarra City Council
McGRATH CRT	PARKER ST	END OF STREET	Richmond	Local Road		Yarra City Council
McKAY ST	VICTORIA ST	BAKER ST	Richmond	Local Road		Yarra City Council
McKENZIE ST	KENT ST	SOMERSET ST	Richmond	Local Road		Yarra City Council
McNAMARA ST	CHARLES ST	MARY ST	Richmond	Local Road		Yarra City Council
MILES ST	ROTHERWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
MILLER ST	RICHMOND TCE	ROWENA PDE	Richmond	Local Road		Yarra City Council
MONTGOMERY ST	LENNOX ST	END OF STREET	Richmond	Local Road		Yarra City Council
MOORHOUSE ST	BRIDGE RD	ERIN ST	Richmond	Local Road		Yarra City Council
MUIR ST	ERIN ST	HIGHETT ST	Richmond	Local Road		Yarra City Council
MULBERRY ST	UNION ST	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
MURPHY ST	COPPIN ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MURPHY ST	RIVER ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
MURRAY ST	COPPIN ST	LORD ST	Richmond	Local Road		Yarra City Council
NAPIER LANE	PUNT RD	SHERWOOD ST	Richmond	Local Road		Yarra City Council
NEPTUNE ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
NEW ST	EGAN ST	YORK ST	Richmond	Local Road		Yarra City Council
NEWLANDS ST	KENT ST	HIGHETT ST	Richmond	Local Road		Yarra City Council
NEWRY ST	BURNLEY ST	LORD ST	Richmond	Local Road		Yarra City Council
NORMANBY PL	ERIN ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
NORTH ST	BURNLEY ST	RIVER ST	Richmond	Local Road		Yarra City Council
NORTHCOTE ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
PALMER ST	BURNLEY ST	GRIFFITHS ST	Richmond	Local Road		Yarra City Council
PALMER ST	RIVER ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
PARKER ST	CHARLES ST	McGRATH CRT	Richmond	Local Road		Yarra City Council
PEERS ST	LENNOX ST	NEW ST	Richmond	Local Road		Yarra City Council
PELUSO ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
PORTLAND ST	ROWENA PDE	FIREBELL LANE	Richmond	Local Road		Yarra City Council
PRINCE PATRICK ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
PRINCESS ST	BROUGHAM ST	END OF STREET	Richmond	Local Road		Yarra City Council
PRINCESS ST	ABINGER ST	END OF STREET	Richmond	Local Road		Yarra City Council
PUNT RD	SWAN ST	BRIDGE RD	Richmond	Arterial Road	Right	VicRoads
REGENT ST	VICTORIA ST	YORK ST	Richmond	Local Road		Yarra City Council
RICHMOND TCE	PUNT RD	DOCKER ST	Richmond	Local Road		Yarra City Council
RISLEY ST	CHURCH ST	BROMHAM PLACE	Richmond	Local Road		Yarra City Council
RIVER BLVD	VICTORIA ST	END OF STREET	Richmond	Local Road		Yarra City Council
RIVER ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
ROGERS ST	RICHMOND TCE	ROWENA PDE	Richmond	Local Road		Yarra City Council
ROONEY ST	BARKLY AVE	MADDEN GR	Richmond	Local Road		Yarra City Council
ROONYS LANE	ALFRED ST	END OF STREET	Richmond	Local Road		Yarra City Council
ROSE ST	BRIGHTON ST	MARY ST	Richmond	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
ROSE ST	ROONEY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
ROSE ST	ROONEY ST	END OF STREET	Richmond	Local Road		Yarra City Council
ROTHERWOOD ST	BRIDGE RD	ROWENA PDE	Richmond	Local Road		Yarra City Council
ROWENA PDE	PUNT RD	THE VAUCLUSE	Richmond	Local Road		Yarra City Council
RULE ST	BROUGHAM ST	CHURCH ST	Richmond	Local Road		Yarra City Council
SALISBURY ST	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
SANDERS PL	CHURCH ST	ALBERT ST	Richmond	Local Road		Yarra City Council
SHAMROCK ST	CHURCH ST	BRIGHTON ST	Richmond	Local Road		Yarra City Council
SHAW ST	BROUGHAM ST	LYNDHURST ST	Richmond	Local Road		Yarra City Council
SHEEDY ST	COPPIN ST	MARY ST	Richmond	Local Road		Yarra City Council
SHELLEY ST	VICTORIA ST	SMITH ST	Richmond	Local Road		Yarra City Council
SHERWOOD ST	PUNT RD	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
SMITH ST	SHELLEY ST	LENNOX ST	Richmond	Local Road		Yarra City Council
SOMERSET ST	CHURCH ST	BURNLEY ST	Richmond	Local Road		Yarra City Council
STANLEY ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
STATION ST	EGAN ST	KINGSTON PL	Richmond	Local Road		Yarra City Council
STEWART PL	STEWART ST	TANNER ST	Richmond	Local Road		Yarra City Council
STEWART ST	PUNT RD	SWAN ST	Richmond	Local Road		Yarra City Council
STOKE PL	EGAN ST	YORK ST	Richmond	Local Road		Yarra City Council
STRAFFORD ST	END OF STREET	CORSAIR ST	Richmond	Local Road		Yarra City Council
STRAFFORD ST	CORSAIR ST	NORTH END	Richmond	Local Road		Yarra City Council
STRODE ST	SHERWOOD ST	END OF STREET	Richmond	Local Road		Yarra City Council
SUTTON GR	TYSON ST	END OF STREET	Richmond	Local Road		Yarra City Council
SWAN ST	PUNT RD	CHURCH ST	Richmond	Arterial Road	Left	VicRoads
SWAN ST	CHURCH ST	BURNLEY ST	Richmond	Arterial Road		VicRoads
TANNER ST	PUNT RD	LENNOX ST	Richmond	Local Road		Yarra City Council
TENNYSON ST	STEWART ST	END OF STREET	Richmond	Local Road		Yarra City Council
THE CROFTS	HODDLE ST	ROTHERWOOD ST	Richmond	Local Road		Yarra City Council
THE VAUCLUSE	CHURCH ST	ROWENA PDE	Richmond	Local Road		Yarra City Council
THERESA ST	COPPIN ST	END OF STREET	Richmond	Local Road		Yarra City Council
THOMAS ST	HIGHETT ST	HULL ST	Richmond	Local Road		Yarra City Council
TONKINS LANE	ROWENA PDE	END OF STREET	Richmond	Local Road		Yarra City Council
TULLO PL	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
TWEEDIE PL	CHURCH ST	BROUGHAM ST	Richmond	Local Road		Yarra City Council
TYSON ST	TANNER ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
UNION ST	GOODWOOD ST	BRIDGE RD	Richmond	Local Road		Yarra City Council
VAUGHAN ST	MURPHY ST	NORTH ST	Richmond	Local Road		Yarra City Council
VERE ST	BELGIUM AVE	END OF STREET	Richmond	Local Road		Yarra City Council
VERITY ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
VICTORIA PLACE	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
VICTORIA ST	HODDLE ST	YARRA RIVER	Richmond	Arterial Road		VicRoads
WALL ST	MARY ST	COPPIN ST	Richmond	Local Road		Yarra City Council
WALL ST	COPPIN ST	LORD ST	Richmond	Local Road		Yarra City Council
WALTHAM PL	CHURCH ST	END OF STREET	Richmond	Local Road		Yarra City Council
WALTHAM ST	DARLINGTON PDE	BRIDGE RD	Richmond	Local Road		Yarra City Council
WANGARATTA ST	STEWART ST	MONTGOMERY ST	Richmond	Local Road		Yarra City Council
WATERLOO PL	BRIDGE RD	CHURCH ST	Richmond	Local Road		Yarra City Council
WAVERLEY ST	SWAN ST	RICHMOND TCE	Richmond	Local Road		Yarra City Council
WELLS ST	BAKER ST	END OF STREET	Richmond	Local Road		Yarra City Council
WHITES PL	BRIDGE RD	PALMER ST	Richmond	Local Road		Yarra City Council

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Register of Public Roads

Road	From	To	Suburb	Classification	Left/ Right Carriage Way	Responsible Road Authority
WILLIS ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
WILLOW LA	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council
WILTSHIRE ST	BRIGHTON ST	END OF STREET	Richmond	Local Road		Yarra City Council
WOODLAWN ST	RICHMOND TCE	TANNER ST	Richmond	Local Road		Yarra City Council
WUSTGMANN ST	BRIDGE RD	END OF STREET	Richmond	Local Road		Yarra City Council
YARRA ST	BRIGHTON ST	CHURCH ST	Richmond	Local Road		Yarra City Council
YORK ST	LENNOX ST	HODDLE ST	Richmond	Local Road		Yarra City Council
YORKSHIRE ST	CHURCH ST	MARY ST	Richmond	Local Road		Yarra City Council

Note:
1. Council is not responsible for any 'Private' streets and they are therefore not included in this Register.
2. SR: Service Road

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Road Management Plan

List of Rights of Way **Register of Public Roads**

Lane Number	Lane Name	Suburb	From	To	Comments
1.1		CLIFTON HILL	HODGKINSON ST	Lane 1.2	Added 30/12/2020
1.2		CLIFTON HILL	Lane 1.1	END OF LANE	
2.1		CLIFTON HILL	HODGKINSON ST	Lane 2.2	
2.2		CLIFTON HILL	Lane 2.1	END OF LANE	
3		CLIFTON HILL	HODGKINSON ST	END OF LANE	
4		CLIFTON HILL	HODGKINSON ST	END OF LANE	
5		CLIFTON HILL	HODGKINSON ST	END OF LANE	
6.1		CLIFTON HILL	HODGKINSON ST	Lane 6.2	
6.2		CLIFTON HILL	Lane 6.1	END OF LANE	
7		CLIFTON HILL	HODGKINSON ST	END OF LANE	
8		CLIFTON HILL	HODGKINSON ST	END OF LANE	
9		CLIFTON HILL	HODGKINSON ST	END OF LANE	
10		CLIFTON HILL	HODGKINSON ST	END OF LANE	
11		CLIFTON HILL	HODGKINSON ST	END OF LANE	
12		CLIFTON HILL	HODGKINSON ST	END OF LANE	
13		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
13.1		CLIFTON HILL	HODGKINSON ST	END OF LANE	
13.2		CLIFTON HILL	HODGKINSON ST	END OF LANE	
14		CLIFTON HILL	HODGKINSON ST	END OF LANE	
15.1		CLIFTON HILL	HODGKINSON ST	Lane 15.2	
15.2		CLIFTON HILL	Lane 15.1	END OF LANE	
16		CLIFTON HILL	GOLD ST	END OF LANE	
17.1		CLIFTON HILL	GOLD ST	Lane 17.2	
17.2		CLIFTON HILL	Lane 17.1	Lane 17.3	
17.3		CLIFTON HILL	Lane 17.2	END OF LANE	
17.4		CLIFTON HILL	GRAY ST	Lane 17.2	
18.1		CLIFTON HILL	GOLD ST	Lane 18.2	
18.2		CLIFTON HILL	Lane 18.1	END OF LANE	
19.1		CLIFTON HILL	GOLD ST	Lane 19.2	
19.2		CLIFTON HILL	Lane 19.1	END OF LANE	
20.1		CLIFTON HILL	GOLD ST	Lane 20.2	
20.2		CLIFTON HILL	Lane 20.1	END OF LANE	
21.1		CLIFTON HILL	GOLD ST	Lane 21.2	
21.2		CLIFTON HILL	Lane 21.1	END OF LANE	
22		CLIFTON HILL	GOLD ST	END OF LANE	
23.1		CLIFTON HILL	GOLD ST	END OF LANE	
24.1		CLIFTON HILL	LANG ST	Lane 24.2	
24.2		CLIFTON HILL	Lane 24.1	END OF LANE	
24.3		CLIFTON HILL	ANDERSON ST	END OF LANE	
25.1		CLIFTON HILL	LANG ST	Lane 25.2	
25.2		CLIFTON HILL	Lane 25.2	END OF LANE	
25.3		CLIFTON HILL	NOONE ST	Lane 25.2	
26.1		CLIFTON HILL	PECKVILLE ST	Lane 26.2	
26.2		CLIFTON HILL	Lane 26.1	Lane 26.3	
26.3		CLIFTON HILL	NOONE ST	Lane 26.2	
27		CLIFTON HILL	PECKVILLE ST	END OF LANE	
28.1		CLIFTON HILL	NOONE ST	Lane 28.2	
28.2		CLIFTON HILL	Lane 28.1	END OF LANE	
29.1		CLIFTON HILL	NOONE ST	Lane 29.2	
29.2		CLIFTON HILL	Lane 29.1	END OF LANE	
29.3		CLIFTON HILL	Lane 29.1	END OF LANE	
30		CLIFTON HILL	NOONE ST	ALEXANDRA PDE	
31		CLIFTON HILL	NOONE ST	END OF LANE	
32		CLIFTON HILL	PAGE ST	END OF LANE	
33		CLIFTON HILL	PAGE ST	END OF LANE	
34		CLIFTON HILL	HODGKINSON ST	Lane 1.2	
34.1		CLIFTON HILL	NORTH TCE	Lane 34.2	
34.2		CLIFTON HILL	Lane 34.1	Lane 34.3	
34.3		CLIFTON HILL	Lane 34.2	NOONE ST	
35.1		CLIFTON HILL	HILTON ST	Lane 35.2	
35.2		CLIFTON HILL	Lane 35.1	END OF LANE	
36.1		CLIFTON HILL	HILTON ST	Lane 36.2	
36.2		CLIFTON HILL	Lane 36.1	Lane 36.2	

Attachment 3 - Attachment 3 Updated Register of Public Roads April 2021

Road Management Plan

List of Rights of Way **Register of Public Roads**

Lane Number	Lane Name	Suburb	From	To	Comments
36.3		CLIFTON HILL	Lane 36.2	Lane 36.4	
36.4		CLIFTON HILL	Lane 36.3	HILTON ST	
36.5		CLIFTON HILL	Lane 36.1	Lane 36.3	
37		CLIFTON HILL	HILTON ST	END OF LANE	
38.1		CLIFTON HILL	HILTON ST	Lane 38.2	
38.2		CLIFTON HILL	Lane 38.1	END OF LANE	
39.1		CLIFTON HILL	KENT ST	Lane 39.2	
39.2		CLIFTON HILL	Lane 39.1	END OF LANE	
40		CLIFTON HILL	KENT ST	END OF LANE	
41		CLIFTON HILL	KENT ST	END OF LANE	
42		CLIFTON HILL	HILTON ST	END OF LANE	
43		CLIFTON HILL	HILTON ST	END OF LANE	
44		CLIFTON HILL	HILTON ST	END OF LANE	
45		CLIFTON HILL	HILTON ST	END OF LANE	
46.1		CLIFTON HILL	COUNCIL ST	Lane 46.2	
46.2		CLIFTON HILL	Lane 46.1	END OF LANE	
47.1		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
47.2		CLIFTON HILL	Lane 47.1	REEVES ST	
47.3		CLIFTON HILL	Lane 47.1	REEVES ST	
48.1		CLIFTON HILL	COUNCIL ST	Lane 48.2	
48.2		CLIFTON HILL	Lane 48.1	END OF LANE	
48.3		CLIFTON HILL	Lane 48.1	END OF LANE	
49.1		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
49.2		CLIFTON HILL	Lane 49.1	REEVES ST	
49.3		CLIFTON HILL	Lane 49.1	REEVES ST	
49.4		CLIFTON HILL	Lane 49.1	Lane 49.5	
49.5		CLIFTON HILL	Lane 49.4	END OF LANE	
50.1		CLIFTON HILL	COUNCIL ST	Lane 50.3	
50.2		CLIFTON HILL	Lane 50.1	END OF LANE	
50.3		CLIFTON HILL	Lane 50.1	END OF LANE	
51		CLIFTON HILL	COUNCIL ST	END OF LANE	
52		CLIFTON HILL	COUNCIL ST	ALEXANDRA PDE	
53.1		CLIFTON HILL	ALEXANDRA PDE	Lane 53.2	
53.2		CLIFTON HILL	Lane 53.1	END OF LANE	
54		CLIFTON HILL	ALEXANDRA PDE	END OF LANE	
55.1		CLIFTON HILL	O'GRADY ST	Lane 55.2	
55.2		CLIFTON HILL	Lane 55.1	DWYER ST	
55.3		CLIFTON HILL	Lane 55.1	Lane 55.4	
55.4		CLIFTON HILL	Lane 55.3	Lane 55.5	
55.5		CLIFTON HILL	Lane 55.4	THE ESPLANADE	
55.6		CLIFTON HILL	Lane 55.5	SPENSLEY ST	
56.1		CLIFTON HILL	O'GRADY ST	Lane 56.2	
56.2		CLIFTON HILL	Lane 56.1	DWYER ST	
57.1		CLIFTON HILL	DWYER ST	Lane 57.2	
57.2		CLIFTON HILL	Lane 57.1	Lane 57.3	
57.3		CLIFTON HILL	Lane 57.2	END OF LANE	
58		CLIFTON HILL	SPENSLEY ST	O'GRADY ST	
59		CLIFTON HILL	O'GRADY ST	END OF LANE	
60.1		CLIFTON HILL	O'GRADY ST	Lane 60.2	
60.2		CLIFTON HILL	Lane 60.1	Lane 60.3	
60.3		CLIFTON HILL	Lane 60.2	END OF LANE	
61.1		CLIFTON HILL	O'GRADY ST	Lane 61.2	
61.2		CLIFTON HILL	Lane 61.1	END OF LANE	
62		CLIFTON HILL	O'GRADY ST	END OF LANE	
63		CLIFTON HILL	O'GRADY ST	END OF LANE	
64		CLIFTON HILL	SPENSLEY ST	O'GRADY ST	
65		CLIFTON HILL	O'GRADY ST	GEORGE ST	
66.1		CLIFTON HILL	CLIFTON ST	Lane 66.2	
66.2		CLIFTON HILL	Lane 66.1	EDMUND ST	
67.1		CLIFTON HILL	CLIFTON ST	Lane 67.2	
67.2		CLIFTON HILL	Lane 67.1	Lane 67.3	
67.3		CLIFTON HILL	Lane 67.2	END OF LANE	
68		CLIFTON HILL	EDMUND ST	CLIFTON ST	
69.1		CLIFTON HILL	CLIFTON ST	THE ESPLANADE	

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Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
69.2		CLIFTON HILL	Lane 69.1	Lane 69.3	
69.3		CLIFTON HILL	Lane 69.2	CLIFTON ST	
70.1		CLIFTON HILL	EDMUND ST	Lane 70.2	
70.2		CLIFTON HILL	WALKER ST	Lane 70.4	
70.3		CLIFTON HILL	EDMUND ST	Lane 70.2	
70.4		CLIFTON HILL	Lane 70.2	Lane 70.5	
70.5		CLIFTON HILL	Lane 70.4	DWYER ST	
71		CLIFTON HILL	DWYER ST	EDMUND ST	
72.1		CLIFTON HILL	DWYER ST	Lane 72.2	
72.2		CLIFTON HILL	Lane 72.1	Lane 72.4	
72.3	Little Walker Lane	CLIFTON HILL	Lane 72.4	WALKER ST	
72.4	Little Walker Lane	CLIFTON HILL	Lane 72.3	Lane 72.5	
72.5	Little Walker lane	CLIFTON HILL	Lane 72.4	WALKER ST	
72.6		CLIFTON HILL	Lane 72.5	WALKER ST	
73.1		CLIFTON HILL	DWYER ST	FENWICK ST	
73.2		CLIFTON HILL	Lane 73.1	WRIGHT ST	
73.3		CLIFTON HILL	Lane 73.1	WRIGHT ST	
74.1		CLIFTON HILL	YAMBLA ST	WRIGHT ST	
74.2		CLIFTON HILL	Lane 74.1	CAROLINE ST	
74.3		CLIFTON HILL	Lane 74.2	HALL ST	
74.4		CLIFTON HILL	WRIGHT ST	Lane 74.1	
75		CLIFTON HILL	YAMBLA ST	END OF LANE	
76.1		CLIFTON HILL	YAMBLA ST	FENWICK ST	
76.2		CLIFTON HILL	Lane 76.1	CAROLINE ST	
77.1		CLIFTON HILL	CAROLINE ST	Lane 77.2	
77.2		CLIFTON HILL	Lane 77.1	Lane 77.3	
77.3		CLIFTON HILL	Lane 77.2	CAROLINE ST	
78		CLIFTON HILL	CAROLINE ST	ABBOTT GVE	
79.1		CLIFTON HILL	ABBOTT GVE	Lane 79.2	
79.2		CLIFTON HILL	Lane 79.1	CAROLINE ST	
79.3		CLIFTON HILL	Lane 79.1	Lane 79.4	
79.4		CLIFTON HILL	Lane 79.3	BERRY ST	
80		CLIFTON HILL	ABBOTT GVE	END OF LANE	
81.1		CLIFTON HILL	ABBOTT GVE	Lane 81.2	
81.2		CLIFTON HILL	Lane 81.1	Lane 81.3	
81.3		CLIFTON HILL	Lane 81.2	Lane 81.5	
81.4	Marshall Pl	CLIFTON HILL	Lane 81.5	ABBOTT GVE	
81.5	Marshall Pl	CLIFTON HILL	Lane 81.3	END OF LANE	
81.6	Marshall Pl	CLIFTON HILL	SPENSLEY ST	END OF LANE	
82.1		CLIFTON HILL	FENWICK ST	Lane 82.2	
82.2		CLIFTON HILL	Lane 82.1	END OF LANE	
83		CLIFTON HILL	BERRY ST	LILLY ST	
84		CLIFTON HILL	LILLY ST	GRANT ST	
85		CLIFTON HILL	LILLY ST	BERRY ST	
86		CLIFTON HILL	LILLY ST	GRANT ST	
87		CLIFTON HILL	GRANT ST	JOHN ST	
88		CLIFTON HILL	GRANT ST	JOHN ST	
89		CLIFTON HILL	JOHN ST	END OF LANE	
90		CLIFTON HILL	GRANT ST	END OF LANE	
91.1		CLIFTON HILL	BERRY ST	GRANT ST	
91.2		CLIFTON HILL	Lane 91.1	END OF LANE	
92.1		CLIFTON HILL	GRANT ST	END OF LANE	
92.2		CLIFTON HILL	Lane 92.1	SPENSLEY ST	
93.1		CLIFTON HILL	GRANT ST	JOHN ST	
93.2		CLIFTON HILL	Lane 93.1	END OF LANE	
94		CLIFTON HILL	JOHN ST	END OF LANE	
95.1		CLIFTON HILL	GORDON ST	Lane 95.2	
95.2		CLIFTON HILL	Lane 95.1	Lane 95.4	
95.3		CLIFTON HILL	GORDON ST	Lane 95.2	
95.4		CLIFTON HILL	Lane 95.2	ROSENEATH ST	
96.1		CLIFTON HILL	MYRTLE ST	GORDON ST	
96.2		CLIFTON HILL	Lane 96.1	Lane 96.3	
96.3		CLIFTON HILL	MYRTLE ST	GORDON ST	
97		CLIFTON HILL	MYRTLE ST	CLIFTON AVE	

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Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
98		CLIFTON HILL	CLIFTON AVE	END OF LANE	
99.1		CLIFTON HILL	DALLY ST	Lane 99.2	
99.2		CLIFTON HILL	Lane 99.1	END OF LANE	
100.1		CLIFTON HILL	DALLY ST	HORNE ST	
100.2		CLIFTON HILL	Lane 100.1	AITKEN ST	
100.3		CLIFTON HILL	Lane 100.2	Lane 100.4	
100.4		CLIFTON HILL	Lane 100.3	HORNE ST	
101.1		CLIFTON HILL	FORD ST	Lane 101.2	
101.2		CLIFTON HILL	Lane 101.1	END OF LANE	
102.1		CLIFTON HILL	KIEWA ST	Lane 102.2	
102.2		CLIFTON HILL	Lane 102.1	Lane 102.3	
102.3		CLIFTON HILL	CLIFTON AVE	Lane 102.2	
102.4		CLIFTON HILL	Lane 102.2	ROSENEATH ST	
102.5		CLIFTON HILL	Lane 102.1	DALLY ST	
102.6		CLIFTON HILL	Lane 102.1	ROSENEATH ST	
103		CLIFTON HILL	CLIFTON AVE	MYRTLE ST	
104		CLIFTON HILL	ABBOTT GVE	END OF LANE	
105.1		CLIFTON HILL	YAMBLA ST	Lane 105.2	
105.2		CLIFTON HILL	Lane 105.1	Lane 105.3	
105.3		CLIFTON HILL	Lane 105.2	END OF LANE	
105.4		CLIFTON HILL	KIEWA ST	Lane 105.1	
105.5		CLIFTON HILL	Lane 105.4	END OF LANE	
106.1		CLIFTON HILL	KIEWA ST	Lane 106.2	
106.2		CLIFTON HILL	Lane 106.3	KIEWA ST	
106.3		CLIFTON HILL	YAMBLA ST	Lane 106.2	
107.1		CLIFTON HILL	YAMBLA ST	Lane 107.2	
107.2		CLIFTON HILL	Lane 107.1	Lane 107.3	
107.3	Clifford Place	CLIFTON HILL	Lane 107.2	Lane 107.4	
107.4		CLIFTON HILL	Lane 107.3	YAMBLA ST	
107.5	Clifford place	CLIFTON HILL	Lane 107.4	RAMSDEN ST	
108		CLIFTON HILL	DALLY ST	END OF LANE	
109		CLIFTON HILL	DALLY ST	FORD ST	
110.1		CLIFTON HILL	ROSENEATH ST	NOONE ST	
110.2		CLIFTON HILL	Lane 110.1	Lane 110.3	
110.3		CLIFTON HILL	Lane 110.2	END OF LANE	
110.4		CLIFTON HILL	Lane 110.2	PARSLOW ST	
111		CLIFTON HILL	PARSLOW ST	END OF LANE	
112.1		CLIFTON HILL	RUTLAND ST	Lane 112.2	
112.2		CLIFTON HILL	Lane 112.1	NOONE ST	
112.3		CLIFTON HILL	Lane 112.2	END OF LANE	
112.4	Yarrabing Lane	CLIFTON HILL	Lane 112.2	GROOM ST	
113.1		CLIFTON HILL	NOONE ST	PARSLOW ST	
113.2		CLIFTON HILL	Lane 113.1	END OF LANE	
114.1		CLIFTON HILL	NOONE ST	Lane 114.2	
114.2		CLIFTON HILL	Lane 114.1	END OF LANE	
115.1		CLIFTON HILL	NOONE ST	Lane 155.2	
115.3		CLIFTON HILL	Lane 115.1	END OF LANE	
116.1		CLIFTON HILL	NOONE ST	Lane 116.2	
116.2		CLIFTON HILL	Lane 116.1	END OF LANE	
117		CLIFTON HILL	NOONE ST	END OF LANE	
118		CLIFTON HILL	NOONE ST	END OF LANE	
119		CLIFTON HILL	NOONE ST	END OF LANE	
120		CLIFTON HILL	NOONE ST	END OF LANE	
120.3		CLIFTON HILL	Lane 120	ALEXANDRA PDE	
121.1		CLIFTON HILL	GRAY ST	Lane 121.2	
121.2		CLIFTON HILL	Lane 121.1	Lane 121.3	
121.3		CLIFTON HILL	Lane 121.2	END OF LANE	
122.1		COLLINGWOOD	EMMA ST	Lane 122.2	
122.2		COLLINGWOOD	Lane 122.1	Lane 122.3	
122.3		COLLINGWOOD	Lane 122.2	END OF LANE	
122.4		COLLINGWOOD	Lane 122.3	END OF LANE	
122.5		COLLINGWOOD	Lane 122.3	END OF LANE	
122.6		COLLINGWOOD	Lane 122.2	Lane 122.7	
122.7		COLLINGWOOD	Lane 122.6	Lane 122.8	

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Lane Number	Lane Name	Suburb	From	To	Comments
122.8		COLLINGWOOD	Lane 122.7	EMMA ST	
123.1		COLLINGWOOD	EMMA ST	BLANCHE ST	
123.2		COLLINGWOOD	Lane 123.1	Lane 123.3	
123.3		COLLINGWOOD	EMMA ST	BLANCHE ST	
124.1		COLLINGWOOD	BLANCHE ST	BUDD ST	
124.2		COLLINGWOOD	Lane 124.1	Lane 124.3	
124.3		COLLINGWOOD	BLANCHE ST	BUDD ST	
124.4		COLLINGWOOD	Lane 124.3	END OF LANE	
125.1		COLLINGWOOD	BUDD ST	WELLINGTON ST	
125.2		COLLINGWOOD	Lane 125.1	MATER ST	
125.3		COLLINGWOOD	BUDD ST	Lane 125.2	
126.1		COLLINGWOOD	CHARLOTTE ST	WELLINGTON ST	
126.2		COLLINGWOOD	Lane 126.1	MATER ST	
126.3		COLLINGWOOD	Lane 126.1	ALEXANDRA PDE	
126.4		COLLINGWOOD	CHARLOTTE ST	Lane 126.2	
127		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
128		COLLINGWOOD	GOLD ST	END OF LANE	
129		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
130		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
131.1		COLLINGWOOD	HOTHAM ST	Lane 131.1	
131.2		COLLINGWOOD	Lane 131.1	END OF LANE	
132.1		COLLINGWOOD	HOTHAM ST	END OF LANE	
132.2		COLLINGWOOD	CHARLOTTE ST	Lane 132.3	
132.3		COLLINGWOOD	Lane 132.2	Lane 132.4	
132.4		COLLINGWOOD	CHARLOTTE ST	Lane 132.3	
132.5		COLLINGWOOD	Lane 132.4	MATER ST	
133.1		COLLINGWOOD	MATER ST	Lane 133.2	
133.2		COLLINGWOOD	Lane 133.1	END OF LANE	
134.1		COLLINGWOOD	BUDD ST	Lane 134.2	
134.2		COLLINGWOOD	Lane 134.1	Lane 134.3	
134.3		COLLINGWOOD	Lane 134.2	END OF LANE	
135		COLLINGWOOD	BUDD ST	BLANCHE ST	
136		COLLINGWOOD	BUDD ST	BLANCHE ST	
137		COLLINGWOOD	BLANCHE ST	EMMA ST	
138		COLLINGWOOD	BLANCHE ST	EMMA ST	
139.1		COLLINGWOOD	EMMA ST	Lane 139.2	
139.2		COLLINGWOOD	Lane 139.1	END OF LANE	
140		COLLINGWOOD	HOTHAM ST	END OF LANE	
141		COLLINGWOOD	HOTHAM ST	END OF LANE	
142.1		COLLINGWOOD	HOTHAM ST	Lane 142.2	
142.2		COLLINGWOOD	Lane 142.1	END OF LANE	
143		COLLINGWOOD	HOTHAM ST	END OF LANE	
144.1		COLLINGWOOD	HOTHAM ST	END OF LANE	
144.2		COLLINGWOOD	Lane 144.1	END OF LANE	
145		COLLINGWOOD	CHARLOTTE ST	END OF LANE	
146.1		COLLINGWOOD	GOLD ST	Lane 146.2	
146.2		COLLINGWOOD	Lane 146.1	END OF LANE	
147		COLLINGWOOD	ALEXANDER ST	END OF LANE	
149.1		COLLINGWOOD	FOREST ST	Lane 149.2	
149.2		COLLINGWOOD	Lane 149.1	END OF LANE	
150		COLLINGWOOD	FOREST ST	END OF LANE	
151.2		ABBOTSFORD	Lane 151	END OF LANE	
152.1		COLLINGWOOD	HODDLE ST	Lane 152.2	
152.2		COLLINGWOOD	Lane 152.1	END OF LANE	
152.3		COLLINGWOOD	Lane 152.1	KEELE ST	
153.1		COLLINGWOOD	HOTHAM ST	Lane 153.2	
153.2		COLLINGWOOD	Lane 153.1	END OF LANE	
154		COLLINGWOOD	HOTHAM ST	END OF LANE	DISCONTINUED
155.1		COLLINGWOOD	HOTHAM ST	Lane 155.2	
155.2		COLLINGWOOD	Lane 155.1	Lane 155.3	
155.3		COLLINGWOOD	Lane 155.2	END OF LANE	
155.4		COLLINGWOOD	Lane 155.2	END OF LANE	
156.1		COLLINGWOOD	KEELE ST	Lane 156.2	
156.2		COLLINGWOOD	Lane 156.1	END OF LANE	

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List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
157		COLLINGWOOD	KEELE ST	END OF LANE	
158.1		COLLINGWOOD	EMMA ST	Lane 158.2	
158.2		COLLINGWOOD	Lane 158.1	END OF LANE	
159		COLLINGWOOD	KEELE ST	END OF LANE	
160		COLLINGWOOD	KEELE ST	END OF LANE	
161		COLLINGWOOD	KEELE ST	END OF LANE	
162.1		COLLINGWOOD	KEELE ST	Lane 162.2	
162.2		COLLINGWOOD	BUDD ST	END OF LANE	
163		COLLINGWOOD	BUDD ST	END OF LANE	
164.3		COLLINGWOOD	LITTLE ABBOT ST	END OF LANE	
165.1	ABBOT LT	COLLINGWOOD	HODDLE ST	GOLD ST	
165.2		COLLINGWOOD	LITTLE ABBOT ST	EASEY ST	
166		COLLINGWOOD	EASEY ST	END OF LANE	
167.1		COLLINGWOOD	EASEY ST	SACKVILLE ST	
167.2		COLLINGWOOD	Lane 167.1	END OF LANE	
168		COLLINGWOOD	EASEY ST	SACKVILLE ST	
169.1		COLLINGWOOD	EASEY ST	Lane 169.2	
169.2		COLLINGWOOD	Lane 169.1	END OF LANE	
170.1		COLLINGWOOD	EASEY ST	Lane 170.2	
170.2		COLLINGWOOD	Lane 170.1	END OF LANE	
171.1		COLLINGWOOD	SMITH ST	Lane 171.2	
171.2		COLLINGWOOD	Lane 171.1	Lane 171.3	
171.3		COLLINGWOOD	Lane 171.2	END OF LANE	
172.1		COLLINGWOOD	SACKVILLE ST	Lane 172.2	
172.2		COLLINGWOOD	Lane 172.1	Lane 172.3	
172.3		COLLINGWOOD	Lane 172.2	END OF LANE	
173		COLLINGWOOD	SACKVILLE ST	END OF LANE	
174.1		COLLINGWOOD	SACKVILLE ST	END OF LANE	
174.2		COLLINGWOOD	Lane 174.1	END OF LANE	
175		COLLINGWOOD	SACKVILLE ST	END OF LANE	
176		COLLINGWOOD	SACKVILLE ST	JOHNSTON ST	
177		COLLINGWOOD	BUDD ST	END OF LANE	
178		COLLINGWOOD	BUDD ST	END OF LANE	
179		COLLINGWOOD	BUDD ST	END OF LANE	
180		COLLINGWOOD	WELLINGTON ST	END OF LANE	
181.1		COLLINGWOOD	WELLINGTON ST	END OF LANE	
181.2		COLLINGWOOD	Lane 181.1	JOHNSTON ST	
182		COLLINGWOOD	SACKVILLE ST	Lane 182.2	
182.2		COLLINGWOOD	Lane 182.1	END OF LANE	
183.1		COLLINGWOOD	SACKVILLE ST	Lane 183.2	
183.2		COLLINGWOOD	Lane 183.1	END OF LANE	
184.1		COLLINGWOOD	SACKVILLE ST	Lane 184.2	
184.2		COLLINGWOOD	Lane 184.1	END OF LANE	
185.1		COLLINGWOOD	GOLD ST	Lane 185.2	
185.2		COLLINGWOOD	Lane 185.1	END OF LANE	
186.1		COLLINGWOOD	GOLD ST	Lane 186.2	
186.2		COLLINGWOOD	Lane 186.1	Lane 186.3	
186.3		COLLINGWOOD	Lane 186.2	SACKVILLE ST	
187.1		COLLINGWOOD	SACKVILLE ST	Lane 187.2	
187.2		COLLINGWOOD	Lane 187.1	END OF LANE	
188		COLLINGWOOD	SACKVILLE ST	END OF LANE	
189.1		COLLINGWOOD	SACKVILLE ST	Lane 189.2	
189.2		COLLINGWOOD	Lane 189.1	Lane 189.3	
189.3		COLLINGWOOD	Lane 189.2	END OF LANE	
190		COLLINGWOOD	SACKVILLE ST	END OF LANE	
191		COLLINGWOOD	SACKVILLE ST	END OF LANE	
192		COLLINGWOOD	JOHNSTON ST	END OF LANE	
193		COLLINGWOOD	JOHNSTON ST	END OF LANE	
194		COLLINGWOOD	JOHNSTON ST	END OF LANE	
195.1		COLLINGWOOD	BEDFORD ST	Lane 195.2	
195.2		COLLINGWOOD	Lane 195.1	PERRY ST	
196		COLLINGWOOD	JOHNSTON ST	END OF LANE	
197		COLLINGWOOD	JOHNSTON ST	YORK ST	
198.1	Palmer Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
198.2		COLLINGWOOD	Lane 198.1	END OF LANE	
199.1	Harmsworth Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
199.2		COLLINGWOOD	Lane 199.1	END OF LANE	
200		COLLINGWOOD	PERRY ST	END OF LANE	
201.1		COLLINGWOOD	BEDFORD ST	Lane 201.2	
201.2		COLLINGWOOD	Lane 201.1	END OF LANE	
202		COLLINGWOOD	OTTER ST	END OF LANE	
203	BEDFORD LT	COLLINGWOOD	OTTER ST	END OF LANE	
204		COLLINGWOOD	NAPOLEON ST	END OF LANE	
205		COLLINGWOOD	STANLEY ST	END OF LANE	
206		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
207		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Development site
208.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 208.2	Development site
208.2		COLLINGWOOD	Lane 208.1	END OF LANE	Development site
209		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Development site
210		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
211.1		COLLINGWOOD	CAMBRIDGE ST	Lane 211.2	
211.2		COLLINGWOOD	Lane 211.1	END OF LANE	
212.1		COLLINGWOOD	PEEL ST	END OF LANE	
212.2		COLLINGWOOD	Lane 212.1	END OF LANE	
213	PEEL LANE	COLLINGWOOD	LITTLE OXFORD ST	OXFORD ST	
214.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 214.2	
214.2		COLLINGWOOD	Lane 214.1	Lane 214.3	
214.3		COLLINGWOOD	Lane 214.2	END OF LANE	
215.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 215.2	
215.2		COLLINGWOOD	Lane 215.1	END OF LANE	
216		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	
217.1		COLLINGWOOD	LITTLE OXFORD ST	Lane 217.2	
217.2		COLLINGWOOD	Lane 217.1	END OF LANE	
218		COLLINGWOOD	DERBY ST	LANGRIDGE ST	
219		COLLINGWOOD	DERBY ST	END OF LANE	
220.1		COLLINGWOOD	OXFORD ST	Lane 220.2	
220.2		COLLINGWOOD	Lane 220.1	END OF LANE	
221		COLLINGWOOD	OXFORD ST	END OF LANE	
222.1		COLLINGWOOD	PEEL ST	Lane 222.2	
222.2		COLLINGWOOD	Lane 222.1	END OF LANE	
223.1		COLLINGWOOD	CAMBRIDGE ST	Lane 223.2	
223.2		COLLINGWOOD	Lane 223.1	END OF LANE	
224.1		COLLINGWOOD	LANGRIDGE ST	Lane 224.1	
224.2		COLLINGWOOD	Lane 224.1	END OF LANE	
225		COLLINGWOOD	DERBY ST	END OF LANE	
226.1		COLLINGWOOD	DERBY ST	END OF LANE	
226.2		COLLINGWOOD	Lane 226.1	END OF LANE	
227.1		COLLINGWOOD	OXFORD ST	Lane 227.2	
227.2		COLLINGWOOD	Lane 227.1	Lane 227.3	
227.3		COLLINGWOOD	Lane 227.2	Lane 228	
228		COLLINGWOOD	MASON ST	Lane 227.3	
229.1		COLLINGWOOD	MASON ST	Lane 229.2	
229.2		COLLINGWOOD	Lane 229.1	END OF LANE	
229.3		COLLINGWOOD	Lane 229.1	END OF LANE	
230.1		COLLINGWOOD	MASON ST	Lane 230.2	
230.2		COLLINGWOOD	Lane 230.1	END OF LANE	
230.3		COLLINGWOOD	MASON ST	END OF LANE	
231.1		COLLINGWOOD	MASON ST	Lane 231.2	
231.2		COLLINGWOOD	Lane 231.1	END OF LANE	
231.3		COLLINGWOOD	Lane 231.1	VICTORIA PDE	
232		COLLINGWOOD	VICTORIA PDE	END OF LANE	
233.1		COLLINGWOOD	VICTORIA PDE	DERBY ST	
233.2		COLLINGWOOD	Lane 233.3	END OF LANE	
233.3		COLLINGWOOD	Lane 233.1	Lane 233.2	
234	CAMBRIDGE PL	COLLINGWOOD	OXFORD ST	CAMBRIDGE ST	
235.1		COLLINGWOOD	STANLEY ST	Lane 235.2	
235.2		COLLINGWOOD	Lane 235.1	BEDFORD ST	
235.3		COLLINGWOOD	BEDFORD ST	END OF LANE	

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Road Management Plan

List of Rights of Way — Register of Public Roads

Lane Number	Lane Name	Suburb	From	To	Comments
236		COLLINGWOOD	WELLINGTON ST	END OF LANE	
237		COLLINGWOOD	PERRY ST	END OF LANE	
238.1		COLLINGWOOD	PERRY ST	Lane 238.2	
238.2	York st	COLLINGWOOD	Lane 238.1	END OF LANE	
239		COLLINGWOOD	PERRY ST	END OF LANE	
240	CAMPBELL Lane	COLLINGWOOD	JOHNSTON ST	PERRY ST	
241	Little FRANCIS	COLLINGWOOD	HODDLE ST	PERRY ST	
242	SYDNEY Lane	COLLINGWOOD	HODDLE ST	PERRY ST	
243.2		COLLINGWOOD	JOHN ST	END OF LANE	
244.1		COLLINGWOOD	SINGLETON ST	Lane 244.2	
244.2		COLLINGWOOD	Lane 244.1	DIGHT ST	
245.1	ROCKBY ST	COLLINGWOOD	VERE ST	GIPPS ST	
245.2		COLLINGWOOD	Lane 245.1	END OF LANE	
245.3		COLLINGWOOD	Lane 245.1	END OF LANE	
246		COLLINGWOOD	RUPERT ST	STURT ST	
247		COLLINGWOOD	RUPERT ST	END OF LANE	
248.1		COLLINGWOOD	STURT ST	END OF LANE	
248.2		COLLINGWOOD	Lane 248.1	END OF LANE	
249		COLLINGWOOD	VERE ST	END OF LANE	
250.2		COLLINGWOOD	WATERLOO ST	LANGRIDGE ST	
250.3		COLLINGWOOD	Lane 250.2	END OF LANE	
250.4		COLLINGWOOD	LANGRIDGE ST	END OF LANE	
251		COLLINGWOOD	CROMWELL ST	END OF LANE	
252		COLLINGWOOD	RUPERT ST	END OF LANE	
253		COLLINGWOOD	RUPERT ST	END OF LANE	
254		COLLINGWOOD	RUPERT ST	END OF LANE	
255		COLLINGWOOD	RUPERT ST	END OF LANE	
256		COLLINGWOOD	CROMWELL ST	END OF LANE	
257		COLLINGWOOD	CROMWELL ST	END OF LANE	
258		COLLINGWOOD	ISLINGTON ST	END OF LANE	
259		COLLINGWOOD	ISLINGTON ST	END OF LANE	
260		COLLINGWOOD	HODDLE ST	END OF LANE	
261		COLLINGWOOD	GLASGOW ST	END OF LANE	
262		COLLINGWOOD	NORTHUMBERLAND ST	END OF LANE	
263	BYRON ST	COLLINGWOOD	NORTHUMBERLAND ST	END OF LANE	
264		COLLINGWOOD	WELLINGTON ST	END OF LANE	
265		COLLINGWOOD	WELLINGTON ST	END OF LANE	
266.1		COLLINGWOOD	WELLINGTON ST	Lane 266.2	
266.2		COLLINGWOOD	Lane 266.1	END OF LANE	
267.1		COLLINGWOOD	ROKEBY ST	Lane 267.2	
267.2		COLLINGWOOD	Lane 267.1	Lane 267.3	
267.3		COLLINGWOOD	Lane 267.2	END OF LANE	
268.1		COLLINGWOOD	ROKEBY ST	Lane 268.2	
268.2		COLLINGWOOD	Lane 268.3	Lane 268.1	
268.3		COLLINGWOOD	Lane 268.2	Lane 268.4	
268.4		COLLINGWOOD	Lane 268.3	Lane 268.5	
268.5		COLLINGWOOD	Lane 268.4	Lane 268.6	
268.6		COLLINGWOOD	Lane 268.5	END OF LANE	
269.1		COLLINGWOOD	MONTAGUE ST	Lane 269.2	
269.2		COLLINGWOOD	Lane 269.1	END OF LANE	
270.1		COLLINGWOOD	RUPERT ST	Lane 270.2	
270.2		COLLINGWOOD	Lane 270.1	END OF LANE	
271		COLLINGWOOD	RUPERT ST	BROWN ST	
272		COLLINGWOOD	CROMWELL ST	BROWN ST	
273		COLLINGWOOD	RUPERT ST	END OF LANE	
274		COLLINGWOOD	RUPERT ST	END OF LANE	
275.1		COLLINGWOOD	RUPERT ST	Lane 275.2	
275.2		COLLINGWOOD	Lane 275.1	END OF LANE	
276		COLLINGWOOD	RUPERT ST	END OF LANE	
277.1		COLLINGWOOD	VICTORIA PDE	Lane 277.2	
277.2		COLLINGWOOD	Lane 277.1	END OF LANE	
278.1		COLLINGWOOD	CROMWELL ST	Lane 278.2	
278.2		COLLINGWOOD	Lane 278.1	END OF LANE	
278.3		COLLINGWOOD	Lane 278.1	END OF LANE	

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Road Management Plan

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Lane Number	Lane Name	Suburb	From	To	Comments
279.1		COLLINGWOOD	CROMWELL ST	Lane 279.2	
279.2		COLLINGWOOD	Lane 279.1	END OF LANE	
280		COLLINGWOOD	CROMWELL ST	END OF LANE	
281.1		COLLINGWOOD	ISLINGTON ST	Lane 281.2	
281.2		COLLINGWOOD	Lane 281.1	END OF LANE	
282.1		COLLINGWOOD	ISLINGTON ST	Lane 282.2	
282.2		COLLINGWOOD	Lane 282.1	END OF LANE	
283		COLLINGWOOD	VICTORIA PDE	END OF LANE	
284	BROWN ST	COLLINGWOOD	BROWN ST	END OF LANE	
285		ABBOTSFORD	MAUGIE ST	FEDERATION LA	
286		ABBOTSFORD	FEDERATION LA	ABBOTT ST	
289.1		ABBOTSFORD	TRENERRY CRES	Lane 289.2	
289.2		ABBOTSFORD	Lane 289.1	END OF LANE	
290.1		ABBOTSFORD	TRENERRY CRES	Lane 290.3	
290.3		ABBOTSFORD	Lane 290.1	END OF LANE	
291.1		ABBOTSFORD	TRENERRY CRES	END OF LANE	
291.2		ABBOTSFORD	LITTLE TURNER ST	END OF LANE	
291.3		ABBOTSFORD	LITTLE TURNER ST	END OF LANE	
293.1		ABBOTSFORD	BATH ST	Lane 293.2	
293.2		ABBOTSFORD	Lane 293.1	END OF LANE	
294	MAUGIE ST	ABBOTSFORD	HODDLE ST	END OF LANE	
295.1		ABBOTSFORD	HODDLE ST	Lane 295.2	
295.2		ABBOTSFORD	Lane 295.1	END OF LANE	
295.3		ABBOTSFORD	Lane 295.2	END OF LANE	
295.4		ABBOTSFORD	Lane 295.2	END OF LANE	
296.1		ABBOTSFORD	HODDLE ST	END OF LANE	
296.2		ABBOTSFORD	Lane 296.1	END OF LANE	
296.3		ABBOTSFORD	Lane 296.1	END OF LANE	
297.1		ABBOTSFORD	HODDLE ST	END OF LANE	
297.2		ABBOTSFORD	Lane 297.1	END OF LANE	
298	Little TURNER	ABBOTSFORD	HODDLE ST	END OF LANE	
299		ABBOTSFORD	HODDLE ST	END OF LANE	
300.1		ABBOTSFORD	JOHNSTON ST	Lane 300.2	
300.2		ABBOTSFORD	Lane 300.1	Lane 300.3	
300.3		ABBOTSFORD	Lane 300.2	STAFFORD ST	
301		ABBOTSFORD	HODDLE ST	END OF LANE	
302.1		ABBOTSFORD	STAFFORD ST	Lane 302.2	
302.2		ABBOTSFORD	Lane 302.1	END OF LANE	
303		ABBOTSFORD	STAFFORD ST	END OF LANE	
305		ABBOTSFORD	PARK ST	NICHOLSON ST	
306.1		ABBOTSFORD	STAFFORD ST	Lane 306.2	
306.2		ABBOTSFORD	Lane 306.1	PARK ST	
307		ABBOTSFORD	PARK ST	NICHOLSON ST	
308.1		ABBOTSFORD	HODDLE ST	Lane 308.2	
308.2		ABBOTSFORD	Lane 308.1	Lane 308.3	
308.3		ABBOTSFORD	Lane 308.2	STUDLEY ST	
309.1	PETERS LA	ABBOTSFORD	HODDLE ST	Lane 309.2	
309.2		ABBOTSFORD	Lane 309.1	Lane 309.3	
309.3	PETERS LA	ABBOTSFORD	Lane 309.2	YARRA ST	
310.1		ABBOTSFORD	PARK ST	Lane 310.2	
310.2		ABBOTSFORD	Lane 310.1	STUDLEY ST	
310.3		ABBOTSFORD	Lane 310.1	END OF LANE	
311.1		ABBOTSFORD	PARK ST	NICHOLSON ST	
311.2		ABBOTSFORD	Lane 311.1	END OF LANE	
312		ABBOTSFORD	YARRA ST	END OF LANE	
313.1		ABBOTSFORD	PARK ST	Lane 313.2	
313.2		ABBOTSFORD	Lane 313.1	END OF LANE	
314		ABBOTSFORD	PARK ST	END OF LANE	
315		ABBOTSFORD	PARK ST	END OF LANE	
316		ABBOTSFORD	YARRA ST	VERE ST	
317		ABBOTSFORD	CLARKE ST	END OF LANE	
318		ABBOTSFORD	CLARKE ST	END OF LANE	
319		ABBOTSFORD	YARRA ST	END OF LANE	
320.1		ABBOTSFORD	JOHNSTON ST	Lane 320.2	

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List of Rights of Way **Register of Public Roads**

Lane Number	Lane Name	Suburb	From	To	Comments
320.2		ABBOTSFORD	Lane 320.1	Lane 320.3	
320.3		ABBOTSFORD	Lane 320.2	Lane 320.4	
320.4		ABBOTSFORD	Lane 320.3	PATERSON ST	
320.5		ABBOTSFORD	Lane 320.2	VALIANT ST	
321	Masons Lane	ABBOTSFORD	JOHNSTON ST	VALIANT ST	
322		ABBOTSFORD	JOHNSTON ST	VALIANT ST	
322.1		ABBOTSFORD	Lane 322	END OF LANE	
323		ABBOTSFORD	VALIANT ST	END OF LANE	
324		ABBOTSFORD	HUNTER ST	END OF LANE	
325		ABBOTSFORD	VALIANT ST	ABBOTSFORD ST	
326		ABBOTSFORD	VALIANT ST	END OF LANE	
327		ABBOTSFORD	VALIANT ST	ABBOTSFORD ST	
328		ABBOTSFORD	ABBOTSFORD ST	YARRA ST	
329		ABBOTSFORD	YARRA ST	END OF LANE	
330.1		ABBOTSFORD	YARRA ST	Lane 330.2	
330.2		ABBOTSFORD	Lane 330.1	END OF LANE	
331		ABBOTSFORD	ABBOTSFORD ST	YARRA ST	
332.2		ABBOTSFORD	Lane 332.1	END OF LANE	
333		ABBOTSFORD	HUNTER ST	END OF LANE	
334		ABBOTSFORD	HUNTER ST	Lane 335.1	
335.1		ABBOTSFORD	YARRA ST	MARINE PDE	
335.2		ABBOTSFORD	Lane 335.1	END OF LANE	
336.1		ABBOTSFORD	MARINE PDE	YARRA ST	
336.2		ABBOTSFORD	Lane 336.1	END OF LANE	
336.3		ABBOTSFORD	Lane 336.1	PATERSON ST	
337.1		ABBOTSFORD	MARINE PDE	Lane 337.2	
337.2		ABBOTSFORD	Lane 337.1	END OF LANE	
338		ABBOTSFORD	HARPER ST	GIPPS ST	
339		ABBOTSFORD	VERE ST	END OF LANE	
340		ABBOTSFORD	VERE ST	END OF LANE	
341		ABBOTSFORD	PARK ST	END OF LANE	
342.1		ABBOTSFORD	CHARLES ST	Lane 342.2	
342.2		ABBOTSFORD	Lane 342.1	Lane 342.3	
342.3		ABBOTSFORD	Lane 342.2	CHARLES ST	
342.4		ABBOTSFORD	Lane 342.2	CHARLES ST	
343.1		ABBOTSFORD	CHARLES ST	ST PHILIPS ST	
343.2		ABBOTSFORD	Lane 343.1	Lane 343.3	
343.3		ABBOTSFORD	CHARLES ST	ST PHILIPS ST	
343.4		ABBOTSFORD	CHARLES ST	Lane 343.2	
343.5		ABBOTSFORD	Lane 343.2	ST PHILIPS ST	
344.1		ABBOTSFORD	ST PHILIPS ST	NICHOLSON ST	
344.2		ABBOTSFORD	Lane 344.1	Lane 344.3	
344.3		ABBOTSFORD	Lane 344.2	ST PHILIPS ST	
344.4		ABBOTSFORD	ST PHILIPS ST	Lane 344.2	
344.5		ABBOTSFORD	Lane 344.2	NICHOLSON ST	
345.1		ABBOTSFORD	STANTON ST	GIPPS ST	
345.2		ABBOTSFORD	Lane 345.1	END OF LANE	
346.1		ABBOTSFORD	HODDLE ST	Lane 346.2	
346.2		ABBOTSFORD	Lane 346.1	END OF LANE	
347.1		ABBOTSFORD	HENRY ST	Lane 347.2	
347.2		ABBOTSFORD	Lane 347.1	END OF LANE	
348.1		ABBOTSFORD	HENRY ST	Lane 348.2	
348.2		ABBOTSFORD	Lane 348.1	END OF LANE	
349		ABBOTSFORD	RUSSELL ST	END OF LANE	
350		ABBOTSFORD	PARK ST	END OF LANE	
351.1		ABBOTSFORD	PARK ST	Lane 351.2	
351.2		ABBOTSFORD	Lane 351.1	END OF LANE	
352		ABBOTSFORD	PARK ST	CHARLES ST	
353.2		ABBOTSFORD	CHARLES ST	LITTLE CHARLES ST	
353.3		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
354.2		ABBOTSFORD	LITTLE NICHOLSON ST	Lane 354.3	
354.3		ABBOTSFORD	Lane 354.2	END OF LANE	
354.4		ABBOTSFORD	MOLLISON ST	END OF LANE	
357		ABBOTSFORD	BLOOMBURG ST	LANGRIDGE ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
358		ABBOTSFORD	BLOOMBURG ST	END OF LANE	
359.1		ABBOTSFORD	BLOOMBURG ST	Lane 359.2	
359.2		ABBOTSFORD	Lane 359.1	Lane 359.3	
359.3		ABBOTSFORD	Lane 359.2	GREENWOOD ST	
360		ABBOTSFORD	GREENWOOD ST	END OF LANE	
361		ABBOTSFORD	HODDLE ST	FERGUSON ST	
362.1		ABBOTSFORD	FERGUSON ST	Lane 362.2	
362.2		ABBOTSFORD	Lane 362.1	VICTORIA ST	
363		ABBOTSFORD	PARK ST	JAMES ST	
364		ABBOTSFORD	PARK ST	CHARLES ST	
365		ABBOTSFORD	PARK ST	END OF LANE	
366.1	LITTLE CHARLES ST	ABBOTSFORD	LT. CHARLES CL	VICTORIA ST	
366.11		ABBOTSFORD	Lane 366.2	END OF LANE	
366.12		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.13	
366.13		ABBOTSFORD	Lane 366.12	END OF LANE	
366.14		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.11	
366.2		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.3	
366.3		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.4		ABBOTSFORD	Lane 366.2	END OF LANE	
366.5		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.6		ABBOTSFORD	LITTLE CHARLES ST	END OF LANE	
366.7		ABBOTSFORD	LITTLE CHARLES ST	Lane 366.8	
366.8		ABBOTSFORD	Lane 366.7	Lane 366.11	
366.9	LITTLE CHARLES ST	ABBOTSFORD	LANGRIDGE ST	LT. CHARLES CL	
367		ABBOTSFORD	NICHOLSON ST	LITTLE NICHOLSON ST	
369		ABBOTSFORD	LITTLE NICHOLSON ST	WILLIAM ST	
370		ABBOTSFORD	MOLLISON ST	END OF LANE	
371.2		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
371.3		ABBOTSFORD	Lane 371.2	END OF LANE	
371.4		ABBOTSFORD	LITTLE LITHGOW ST	Lane 371.5	
371.5		ABBOTSFORD	Lane 371.4	LITHGOW ST	
371.6		ABBOTSFORD	Lane 371.5	END OF LANE	
371.7		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
371.9		ABBOTSFORD	LITTLE LITHGOW ST	END OF LANE	
372		ABBOTSFORD	LITHGOW ST	END OF LANE	
373		ABBOTSFORD	LITHGOW ST	END OF LANE	
374.1		ABBOTSFORD	ALBERT ST	Lane 374.2	
374.2		ABBOTSFORD	Lane 374.1	END OF LANE	
375.1		ABBOTSFORD	ALBERT ST	Lane 375.2	
375.2		ABBOTSFORD	Lane 375.1	CHURCH ST	
375.3		ABBOTSFORD	Lane 375.1	PRINCES ST	
375.4		ABBOTSFORD	Lane 375.2	PRINCES ST	
376.1		ABBOTSFORD	PRINCES ST	MURRAY ST	
376.2		ABBOTSFORD	Lane 376.1	END OF LANE	
376.3		ABBOTSFORD	Lane 376.1	Lane 376.4	
376.4		ABBOTSFORD	PRINCES ST	MURRAY ST	
377.1		ABBOTSFORD	MAYFIELD ST	Lane 377.2	
377.2		ABBOTSFORD	Lane 377.1	Lane 377.3	
377.3		ABBOTSFORD	Lane 377.2	Lane 377.4	
377.4		ABBOTSFORD	Lane 377.3	END OF LANE	
378.1		ABBOTSFORD	MAYFIELD ST	Lane 378.2	
378.2		ABBOTSFORD	Lane 378.1	Lane 378.3	
378.3		ABBOTSFORD	Lane 378.2	END OF LANE	
379.1		ABBOTSFORD	FAIRCHILD ST	Lane 379.2	
379.2		ABBOTSFORD	Lane 379.1	Lane 379.3	
379.3		ABBOTSFORD	FAIRCHILD ST	Lane 379.4	
379.4		ABBOTSFORD	Lane 379.3	END OF LANE	
380.1		ABBOTSFORD	FAIRCHILD ST	COOKE ST	
380.2		ABBOTSFORD	Lane 380.1	Lane 380.3	
380.3		ABBOTSFORD	FAIRCHILD ST	COOKE ST	
381		ABBOTSFORD	COOKE ST	Lane 382.3	
382.1		ABBOTSFORD	COOKE ST	Lane 382.2	
382.2		ABBOTSFORD	Lane 382.1	Lane 382.3	

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Lane Number	Lane Name	Suburb	From	To	Comments
382.3		ABBOTSFORD	Lane 382.2	Lane 382.4	
382.4		ABBOTSFORD	Lane 382.3	THOMPSON ST	
383.1		ABBOTSFORD	THOMPSON ST	Lane 383.2	
383.2		ABBOTSFORD	Lane 383.1	Lane 383.3	
383.3		ABBOTSFORD	THOMPSON ST	Lane 383.2	
383.4		ABBOTSFORD	Lane 383.2	SOUTH AUDLEY ST	
384		ABBOTSFORD	BOND ST	DUKE ST	
385.1		ABBOTSFORD	DUKE ST	GROSVENOR ST	
385.2		ABBOTSFORD	Lane 385.1	END OF LANE	
387.1		ABBOTSFORD	VICTORIA ST	Lane 387.2	
387.2		ABBOTSFORD	Lane 387.1	END OF LANE	
388		CLIFTON HILL	HODDLE ST	END OF LANE	
389	Copper La	CLIFTON HILL	NOONE ST	ALEXANDRA PDE	
390		COLLINGWOOD	SMITH ST	END OF LANE	
501		RICHMOND	ELIZABETH ST	END OF LANE	
502		RICHMOND	SHELLEY ST	END OF LANE	
503		RICHMOND	SHELLEY ST	END OF LANE	
504		RICHMOND	SHELLEY ST	LENNOX ST	
505		RICHMOND	BUTLER ST	END OF LANE	
506		RICHMOND	ELIZABETH ST	END OF LANE	
507		RICHMOND	BUTLER ST	Lane 508	
508		RICHMOND	Lane 507	END OF STREET	
509		RICHMOND	ELIZABETH ST	END OF LANE	
510		RICHMOND	VICTORIA ST	Lane 512	
511		RICHMOND	Lane 510	END OF LANE	
512		RICHMOND	Lane 510	END OF LANE	
513		RICHMOND	CHURCH ST	END OF LANE	
514		RICHMOND	COOKE CRT	END OF LANE	
515		RICHMOND	EUREKA ST	BAKER ST	
516		RICHMOND	Lane 515	Lane 517	
517		RICHMOND	Lane 516	END OF LANE	
518		RICHMOND	BAKER ST	Lane 520	
519		RICHMOND	Lane 518	END OF LANE	
520		RICHMOND	Lane 521	END OF LANE	
521		RICHMOND	Lane 522	Lane 520	
522		RICHMOND	LAMBERT ST	Lane 521	
523		RICHMOND	LAMBERT ST	END OF LANE	
524		RICHMOND	Lane 523	END OF LANE	
525		RICHMOND	WELLS ST	END OF LANE	
526		RICHMOND	WELLS ST	END OF LANE	
527		RICHMOND	WELLS ST	McKAY ST	
528		RICHMOND	McKAY ST	END OF LANE	
529		RICHMOND	McKAY ST	END OF LANE	
530		RICHMOND	JOHNSON ST	END OF LANE	
531		RICHMOND	JOHNSON ST	END OF LANE	
532		RICHMOND	JOHNSON ST	Lane 534	
533		RICHMOND	JOHNSON ST	END OF LANE	
534		RICHMOND	Lane 532	BENNETT ST	
535	COLES TCE	RICHMOND	BENNETT ST	LESLIE ST	
536		RICHMOND	Lane 535	END OF LANE	
537	COLES TCE	RICHMOND	LESLIE ST	DAVISON ST	
538		RICHMOND	Lane 537	Lane 539	
539		RICHMOND	Lane 538	Lane 577	
540	COLES TCE	RICHMOND	DAVISON ST	BURNLEY ST	
541		RICHMOND	Lane 540	Lane 580	
542		RICHMOND	GARFIELD ST	Lane 543	
543		RICHMOND	Lane 542	END OF LANE	
544		RICHMOND	GARFIELD ST	Lane 546	
545		RICHMOND	Lane 544	END OF LANE	
546		RICHMOND	SHELLEY ST	Lane 544	
547		RICHMOND	SHELLEY ST	LENNOX ST	
548		RICHMOND	SHELLEY ST	LENNOX ST	
549		RICHMOND	SMITH ST	Lane 550	
550		RICHMOND	Lane 549	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
551		RICHMOND	YORK ST	END OF LANE	
552		RICHMOND	RISLEY ST	Lane 553	
553		RICHMOND	Lane 552	END OF LANE	
554		RICHMOND	CHURCH ST	END OF LANE	
555		RICHMOND	Lane 554	END OF STREET	
556		RICHMOND	CHURCH ST	Lane 557	
557		RICHMOND	Lane 556	END OF LANE	
558		RICHMOND	BAKER ST	END OF LANE	
559		RICHMOND	LINCOLN ST	END OF LANE	
560		RICHMOND	LINCOLN ST	END OF LANE	
561		RICHMOND	LAITY ST	END OF LANE	
562		RICHMOND	KENT ST	END OF LANE	
563		RICHMOND	KENT ST	END OF LANE	
564		RICHMOND	LAMBERT ST	END OF LANE	
565		RICHMOND	LAMBERT ST	END OF LANE	
566		RICHMOND	Lane 567	END OF LANE	
567		RICHMOND	JUBILEE PL	Lane 566	
568		RICHMOND	JUBILEE PL	Lane 569	
569		RICHMOND	JOHNSTON ST	Lane 568	
570		RICHMOND	BUCKINGHAM ST	END OF LANE	
571		RICHMOND	LAITY ST	Lane 572	
572		RICHMOND	Lane 571	END OF LANE	
573		RICHMOND	JOHNSTON ST	END OF LANE	
574		RICHMOND	JOHNSTON ST	END OF LANE	
575		RICHMOND	GARDNER ST	LESLIE ST	
576		RICHMOND	GARDNER ST	END OF LANE	
577		RICHMOND	LESLIE ST	Lane 578	
578		RICHMOND	Lane 577	END OF LANE	
579		RICHMOND	Lane 577	DAVISON ST	
580		RICHMOND	DAVISON ST	BURNLEY ST	
581	Wrede Pl	RICHMOND	YORK ST	Lane 582	
582	Wrede Pl	RICHMOND	Lane 581	END OF LANE	
583		RICHMOND	HODDLE ST	END OF LANE	
584		RICHMOND	EGAN ST	END OF LANE	
585	Otto Place	RICHMOND	EGAN ST	Lane 587	
587	Otto Place	RICHMOND	Lane 585	Lane 586	
588		RICHMOND	Lane 587	END OF LANE	
589		RICHMOND	HIGHETT ST	KINGSTON PL	
590		RICHMOND	KINGSTON ST	KINGSTON PL	
591		RICHMOND	PEERS ST	Lane 592	
592		RICHMOND	Lane 591	END OF LANE	
593		RICHMOND	EGAN ST	END OF LANE	
594		RICHMOND	EGAN PL	END OF LANE	
595		RICHMOND	PEERS ST	END OF LANE	
596		RICHMOND	LEEDS ST	END OF LANE	
597		RICHMOND	LEEDS ST	END OF LANE	
598		RICHMOND	BELGIUM AVE	END OF LANE	
599		RICHMOND	BELGIUM AVE	BROUGHAM ST	
600		RICHMOND	RULE ST	END OF LANE	
601		RICHMOND	RULE ST	HIGHETT ST	
602		RICHMOND	RULE ST	Lane 603	
603		RICHMOND	Lane 602	END OF LANE	
604		RICHMOND	LITTLE KENT ST	END OF LANE	
605		RICHMOND	CHURCH ST	Lane 606	
606		RICHMOND	Lane 605	END OF LANE	
607		RICHMOND	SOMERSET ST	Lane 608	
608		RICHMOND	Lane 607	END OF LANE	
609		RICHMOND	SOMERSET ST	END OF LANE	
611		RICHMOND	LITTLE BUCKINGHAM ST	END OF LANE	
612		RICHMOND	DAVISON ST	END OF LANE	
613		RICHMOND	FREEMAN ST	END OF LANE	
614		RICHMOND	FREEMAN ST	Lane 615	
615		RICHMOND	MUIR ST	Lane 614	
616		RICHMOND	MOORHOUSE ST	Lane 617	

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Lane Number	Lane Name	Suburb	From	To	Comments
617		RICHMOND	Lane 616	Lane 618	
618		RICHMOND	MOORHOUSE ST	Lane 617	
619		RICHMOND	MOORHOUSE ST	END OF LANE	
620		RICHMOND	Lane 619	Lane 621	
621		RICHMOND	MOORHOUSE ST	END OF LANE	
622		RICHMOND	MUIR ST	END OF LANE	
623		RICHMOND	FREEMAN ST	END OF LANE	
624		RICHMOND	MUIR ST	END OF LANE	
625		RICHMOND	NORMANBY PL	END OF LANE	
626		RICHMOND	HIGHETT ST	FREEMAN ST	
627		RICHMOND	FREEMAN ST	BOWEN ST	
628		RICHMOND	FREEMAN ST	END OF LANE	
629		RICHMOND	HIGHETT ST	END OF LANE	
630		RICHMOND	FREEMAN ST	END OF LANE	
631		RICHMOND	FREEMAN ST	END OF LANE	
632		RICHMOND	BOWEN ST	Lane 633	
633		RICHMOND	Lane 632	END OF LANE	
634		RICHMOND	BOWEN ST	END OF LANE	
635		RICHMOND	BOWEN ST	END OF LANE	
636		RICHMOND	Lane 637	END OF LANE	
637		RICHMOND	BOWEN ST	Lane 636	
638		RICHMOND	BOWEN ST	END OF LANE	
639		RICHMOND	BOWEN ST	END OF LANE	
640		RICHMOND	Lane 639	END OF LANE	
641		RICHMOND	Lane 643	END OF LANE	
642		RICHMOND	Lane 641	BRIDGE RD	
643		RICHMOND	LEIGH PL	Lane 641	
644		RICHMOND	HIGHETT ST	END OF LANE	
645		RICHMOND	ELLIS ST	END OF LANE	
646		RICHMOND	ELLIS ST	END OF LANE	
647	Yilam Lane	RICHMOND	CAMERON ST	END OF LANE	
648		RICHMOND	THOMAS ST	END OF LANE	
649		RICHMOND	THOMAS ST	END OF LANE	
650		RICHMOND	THOMAS ST	Lane 651	
651		RICHMOND	Lane 650	END OF LANE	
652		RICHMOND	JUDD ST	END OF LANE	
653		RICHMOND	BOSISTO ST	END OF LANE	
654		RICHMOND	THOMAS ST	END OF LANE	
655		RICHMOND	CAMERON ST	END OF LANE	
656		RICHMOND	THOMAS ST	END OF LANE	
657		RICHMOND	BOSISTO ST	END OF LANE	
658		RICHMOND	CAMERON ST	END OF LANE	
659		RICHMOND	CAMERON ST	Lane 660	
661		RICHMOND	HULL ST	Lane 666	
662		RICHMOND	Lane 661	END OF LANE	
663		RICHMOND	Lane 661	Lane 664	
664		RICHMOND	Lane 663	END OF LANE	
665		RICHMOND	BOSISTO ST	Lane 661	
666		RICHMOND	Lane 661	END OF LANE	
667		RICHMOND	HIGHETT ST	END OF LANE	
668		RICHMOND	CHURCH ST	Lane 669	
669		RICHMOND	CAMERON ST	Lane 668	
670		RICHMOND	CAMERON ST	Lane 671	
671		RICHMOND	HULL ST	Lane 672	
672		RICHMOND	Lane 671	END OF LANE	
673		RICHMOND	Lane 672	END OF LANE	
674		RICHMOND	Lane 675	END OF LANE	
675		RICHMOND	BRIDGE RD	Lane 674	
676		RICHMOND	CAMERON ST	END OF LANE	
678		RICHMOND	BRIDGE RD	END OF LANE	
679		RICHMOND	CHURCH ST	Lane 680	
680		RICHMOND	Lane 679	Lane 681	
681		RICHMOND	CHURCH ST	Lane 680	
682		RICHMOND	GLEADELL ST	GRIFFITHS ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
683		RICHMOND	PALMER ST	Lane 684	
684		RICHMOND	GRIFFITHS ST	COPPIN ST	
685		RICHMOND	HIGHETT ST	MURPHY ST	
686		RICHMOND	Lane 687	END OF LANE	
687		RICHMOND	GARDNER ST	END OF LANE	
687.1	Allans Place	RICHMOND	MURPHY ST	HIGHETT ST	
688		RICHMOND	MURPHY ST	Lane 687	
689		RICHMOND	MURPHY ST	Lane 690	
690		RICHMOND	Lane 689	Lane 691	
691		RICHMOND	PALMER ST	Lane 690	
692		RICHMOND	PALMER ST	Lane 693	
693		RICHMOND	COPPIN ST	PALMER ST	
694		RICHMOND	Lane 695	END OF LANE	
695		RICHMOND	GARDNER ST	DAVISON ST	
696		RICHMOND	Lane 695	END OF LANE	
697	BUCKHURST La	RICHMOND	MURPHY ST	PALMER ST	
698		RICHMOND	HIGHETT ST	MURPHY ST	
699		RICHMOND	DAVISON ST	Lane 698	
700	KOORANG LANE	RICHMOND	MURPHY ST	Lane 701	
701		RICHMOND	Lane 700	END OF LANE	
702	KOORANG LANE	RICHMOND	Lane 700	END OF LANE	
703		RICHMOND	Lane 704	END OF LANE	
704		RICHMOND	PALMER ST	Lane 703	
705		RICHMOND	DOONSIDE ST	END OF LANE	
706		RICHMOND	APPLETON ST	END OF LANE	
707		RICHMOND	DAVID ST	END OF LANE	DISCONTINUED
708		RICHMOND	APPLETON ST	Lane 709	
709		RICHMOND	Lane 708	END OF LANE	
710		RICHMOND	NORTH ST	END OF LANE	
711		RICHMOND	Lane 712	END OF LANE	
712		RICHMOND	NORTH ST	Lane 711	
713	Roberts Way	RICHMOND	NORTH ST	Lane 714	
714	Roberts Way	RICHMOND	Lane 713	CROWN ST	
715		RICHMOND	CROWN ST	END OF LANE	
716		RICHMOND	BLAZEY ST	END OF LANE	
717		RICHMOND	PALMER ST	Lane 718	
718		RICHMOND	Lane 717	END OF LANE	
719		RICHMOND	CLARKE ST	END OF LANE	
720		RICHMOND	Lane 721	END OF LANE	
721		RICHMOND	RIVER ST	Lane 720	
722		RICHMOND	SHERWOOD ST	Lane 723	
723		RICHMOND	Lane 722	END OF LANE	
724		RICHMOND	ROTHERWOOD ST	END OF LANE	
725	McCRAE MEWS	RICHMOND	SHERWOOD ST	Lane 727	
726		RICHMOND	STRODE ST	Lane 725	
727		RICHMOND	PUNT RD	STRODE ST	
728		RICHMOND	THE CROFTS	Lane 727	
729		RICHMOND	THE CROFTS	STRODE ST	
730	Strode Place	RICHMOND	ROTHERWOOD ST	STRODE ST	
731		RICHMOND	ROTHERWOOD ST	END OF LANE	
732		RICHMOND	THE CROFTS	END OF LANE	
733		RICHMOND	THE CROFTS	END OF LANE	
734		RICHMOND	THE CROFTS	TONKINS LANE	
735		RICHMOND	THE CROFTS	END OF LANE	
736		RICHMOND	LOUGHNAN ST	END OF LANE	
737		RICHMOND	GRATTAN PL	Lane 738	
738		RICHMOND	Lane 737	END OF LANE	
739		RICHMOND	RICHMOND TCE	END OF LANE	
740		RICHMOND	RICHMOND TCE	KING ST	
741		RICHMOND	KING ST	END OF LANE	
742		RICHMOND	TYSON ST	END OF LANE	
743		RICHMOND	KING ST	TYSON ST	
744		RICHMOND	Lane 743	END OF LANE	
745		RICHMOND	RICHMOND TCE	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
746		RICHMOND	TANNER ST	Lane 747	
747		RICHMOND	WOODLAWN ST	Lane 746	
748		RICHMOND	TANNER ST	END OF LANE	
749		RICHMOND	STEWART ST	END OF LANE	
750		RICHMOND	ROTHERWOOD ST	END OF LANE	
751		RICHMOND	ROTHERWOOD ST	END OF LANE	
752		RICHMOND	VERITY ST	END OF LANE	
753		RICHMOND	VERITY ST	END OF LANE	
754		RICHMOND	VERITY ST	END OF LANE	
755		RICHMOND	UNION ST	END OF LANE	
756		RICHMOND	UNION ST	Lane 757	
757		RICHMOND	Lane 756	END OF LANE	
758		RICHMOND	LENNOX ST	Lane 757	
759		RICHMOND	GOODWOOD ST	END OF LANE	
760		RICHMOND	GOODWOOD ST	END OF LANE	
761		RICHMOND	MILES ST	END OF LANE	
762		RICHMOND	MILES ST	Lane 763	
763		RICHMOND	ROTHERWOOD ST	END OF LANE	
764		RICHMOND	ROWENA PDE	END OF LANE	
765		RICHMOND	ROWENA PDE	Lane 766	
766		RICHMOND	Lane 765	END OF LANE	
767		RICHMOND	ROWENA PDE	Lane 768	
768		RICHMOND	Lane 767	END OF LANE	
769		RICHMOND	ROGERS ST	END OF LANE	
770		RICHMOND	ROGERS ST	Lane 771	
771		RICHMOND	ROWENA PDE	Lane 773	
772		RICHMOND	Lane 771	END OF LANE	
773		RICHMOND	Lane 771	Lane 774	
774		RICHMOND	Lane 773	END OF LANE	
775		RICHMOND	ROWENA PDE	END OF LANE	
776		RICHMOND	LENNOX ST	END OF LANE	
777		RICHMOND	FIREBELL LANE	END OF LANE	
778		RICHMOND	RICHMOND TCE	END OF LANE	
779		RICHMOND	RICHMOND TCE	MONTGOMERY ST	
780		RICHMOND	MONTGOMERY ST	END OF LANE	
781		RICHMOND	SUTTON GR	Lane 782	
782		RICHMOND	WOODLAWN ST	END OF LANE	
783		RICHMOND	TENNYSON ST	END OF LANE	
784		RICHMOND	TENNYSON ST	END OF LANE	
785		RICHMOND	WANGARATTA ST	Lane 786	
786		RICHMOND	Lane 785	END OF LANE	
787		RICHMOND	BOTHERAMBO ST	END OF LANE	
788		RICHMOND	LENNOX ST	END OF LANE	
789		RICHMOND	LENNOX ST	END OF LANE	
790		RICHMOND	WUSTGMANN ST	END OF LANE	
791		RICHMOND	ALLOWAH TCE	END OF LANE	
792		RICHMOND	Lane 791	Lane 793	
793		RICHMOND	Lane 792	END OF LANE	
794		RICHMOND	ALLOWAH TCE	PELUSO ST	
795		RICHMOND	PELUSO ST	END OF LANE	
796		RICHMOND	WALTHAM ST	END OF LANE	
797		RICHMOND	WALTHAM ST	END OF LANE	
798		RICHMOND	GOODWOOD ST	END OF LANE	
799		RICHMOND	LENNOX ST	END OF LANE	
800		RICHMOND	ROWENA PDE	FIREBELL LANE	
801		RICHMOND	PORTLAND ST	END OF LANE	
802		RICHMOND	Lane 803	Lane 804	
803		RICHMOND	BERRY ST	Lane 802	
804		RICHMOND	BERRY ST	Lane 802	
805		RICHMOND	BERRY ST	END OF LANE	
806		RICHMOND	BERRY ST	HODGSON TCE	
807		RICHMOND	Lane 806	Lane 808	
808		RICHMOND	BERRY ST	HODGSON TCE	
809		RICHMOND	WALTHAM ST	HODGSON TCE	

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Lane Number	Lane Name	Suburb	From	To	Comments
810		RICHMOND	HODGSON TCE	END OF LANE	
811		RICHMOND	HODGSON TCE	END OF LANE	
812		RICHMOND	HODGSON TCE	END OF LANE	
813		RICHMOND	HODGSON TCE	END OF LANE	
814		RICHMOND	HODGSON TCE	END OF LANE	
815		RICHMOND	WALTHAM ST	Lane 816	
816		RICHMOND	Lane 815	END OF LANE	
817		RICHMOND	WALTHAM ST	Lane 818	
818		RICHMOND	Lane 817	END OF LANE	
819		RICHMOND	WALTHAM ST	Lane 820	
820		RICHMOND	Lane 819	END OF LANE	
821		RICHMOND	DARLINGTON PDE	END OF LANE	
822		RICHMOND	FIREBELL LANE	RICHMOND TCE	
823		RICHMOND	RICHMOND TCE	END OF LANE	
824		RICHMOND	CARROLL ST	END OF LANE	
825		RICHMOND	RICHMOND TCE	END OF LANE	
826		RICHMOND	CLIFTON ST	END OF LANE	
827		RICHMOND	WAVERLEY ST	END OF LANE	
828		RICHMOND	GIPPS ST	END OF LANE	
829		RICHMOND	GIPPS ST	END OF LANE	
830		RICHMOND	CLIFTON ST	END OF LANE	
831		RICHMOND	STANLEY ST	END OF LANE	
832		RICHMOND	WAVERLEY ST	END OF LANE	
833		RICHMOND	DICKMANN ST	Lane 834	
834		RICHMOND	Lane 833	END OF LANE	
835		RICHMOND	LENNOX ST	END OF LANE	
836		RICHMOND	CARROLL ST	END OF LANE	
837		RICHMOND	CARROLL ST	END OF LANE	
838		RICHMOND	STANLEY ST	END OF LANE	
839		RICHMOND	STANLEY ST	END OF LANE	
840		RICHMOND	DANDO ST	Lane 841	
841		RICHMOND	Lane 840	END OF LANE	
842		RICHMOND	DANDO ST	END OF LANE	
843		RICHMOND	DANDO ST	END OF LANE	
844		RICHMOND	CLIFTON ST	END OF LANE	
845		RICHMOND	WAVERLEY ST	Lane 846	
846		RICHMOND	Lane 845	END OF LANE	
847		RICHMOND	BOWEN ST	END OF LANE	
848		RICHMOND	DICKMANN ST	END OF LANE	
849		RICHMOND	TULLO PL	END OF LANE	
850		RICHMOND	WATERLOO PL	END OF LANE	
851		RICHMOND	WATERLOO PL	LYNDHURST ST	
852		RICHMOND	HOSIE ST	END OF LANE	
853		RICHMOND	HOSIE ST	END OF LANE	
854		RICHMOND	MARY ST	END OF LANE	
855		RICHMOND	MARY ST	COPPIN ST	
856		RICHMOND	FRANCIS ST	Lane 855	
857		RICHMOND	FRANCIS ST	Lane 855	
858		RICHMOND	FRANCIS ST	SHEEDY ST	
859		RICHMOND	ABINGER ST	END OF LANE	
860		RICHMOND	ABINGER ST	END OF LANE	
861		RICHMOND	Lane 0	END OF LANE	
862		RICHMOND	LYNDHURST ST	END OF LANE	
863		RICHMOND	ABINGER ST	END OF LANE	
864		RICHMOND	ABINGER PL	END OF LANE	
865		RICHMOND	ABINGER PL	Lane 866	
866		RICHMOND	COPPIN ST	Lane 865	
867		RICHMOND	MARY ST	THERESA ST	
868		RICHMOND	Lane 867	END OF LANE	
869		RICHMOND	THERESA ST	Lane 868	
870		RICHMOND	MARY ST	END OF LANE	
871		RICHMOND	WALL ST	THERESA ST	
872		RICHMOND	Lane 871	END OF LANE	
873		RICHMOND	COPPIN ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
874		RICHMOND	Lane 873	Lane 876	
875		RICHMOND	LORD ST	END OF LANE	
876		RICHMOND	Lane 874	Lane 877	
877		RICHMOND	Lane 876	Lane 879	
878		RICHMOND	ABINGER ST	Lane 879	
879		RICHMOND	Lane 878	Lane 880	
880		RICHMOND	ABINGER ST	Lane 879	
881	REEVES LA	RICHMOND	ABINGER ST	Lane 882	
882	REEVES LA	RICHMOND	Lane 881	Lane 883	
883	REEVES LA	RICHMOND	ABINGER ST	Lane 882	
884		RICHMOND	LORD ST	Lane 885	
885		RICHMOND	Lane 884	END OF LANE	
886		RICHMOND	MURRAY ST	END OF LANE	
887		RICHMOND	MURRAY ST	END OF LANE	
888		RICHMOND	BRADY ST	Lane 889	
889		RICHMOND	Lane 888	Lane 890	
890		RICHMOND	Lane 889	Lane 891	
891		RICHMOND	LORD ST	Lane 890	
892		RICHMOND	Lane 893	END OF LANE	
893		RICHMOND	LORD ST	END OF LANE	
894		RICHMOND	HUNTER ST	Lane 895	
895		RICHMOND	Lane 894	END OF LANE	
896		RICHMOND	FRASER ST	END OF LANE	
897		RICHMOND	FRASER ST	END OF LANE	
898		RICHMOND	NEPTUNE ST	END OF LANE	
899		RICHMOND	FRASER ST	Lane 900	
900		RICHMOND	Lane 899	END OF LANE	
901		RICHMOND	NEPTUNE ST	Lane 900	
902		RICHMOND	Lane 901	Lane 903	
903		RICHMOND	NEPTUNE ST	Lane 902	
904		RICHMOND	NEPTUNE ST	Lane 905	
905		RICHMOND	Lane 904	Lane 906	
906		RICHMOND	CORSAIR ST	Lane 905	
907		RICHMOND	BURNLEY ST	NEPTUNE ST	
908		RICHMOND	NEPTUNE ST	Lane 909	
909		RICHMOND	Lane 908	END OF LANE	
910		RICHMOND	MARY ST	GEORGE ST	
911		RICHMOND	MARY ST	END OF LANE	
912		RICHMOND	GEORGE ST	PARKER ST	
913		RICHMOND	Lane 912	END OF LANE	
914		RICHMOND	CHURCH ST	McGRATH CRT	
915		RICHMOND	PARKER ST	Lane 917	
916		RICHMOND	Lane 917	END OF LANE	
917		RICHMOND	CHARLES ST	Lane 916	
918		RICHMOND	CHARLES ST	END OF LANE	
919		RICHMOND	ELM GROVE	CHARLOTTE ST	
920		RICHMOND	CHARLOTTE ST	Lane 921	
921		RICHMOND	Lane 920	END OF LANE	
922		RICHMOND	MARY ST	END OF LANE	
923		RICHMOND	SWAN ST	Lane 924	
924		RICHMOND	Lane 923	END OF LANE	
925		RICHMOND	CHARLOTTE ST	END OF LANE	
926		RICHMOND	SWAN ST	Lane 927	
927		RICHMOND	Lane 926	END OF LANE	
928	Yan Lane	RICHMOND	SWAN ST	Lane 929	
929	Yan Lane	RICHMOND	Lane 928	END OF LANE	
930		RICHMOND	CHARLES ST	END OF LANE	
931		RICHMOND	CHARLES ST	END OF LANE	
932	Wall Place	RICHMOND	WALL ST	Lane 933	
933	Wall Place	RICHMOND	Lane 932	END OF LANE	
934		RICHMOND	COPPIN ST	END OF LANE	
935		RICHMOND	COPPIN ST	END OF LANE	
936		RICHMOND	BENSON ST	END OF LANE	
937		RICHMOND	BENSON ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
938		RICHMOND	BENSON ST	Lane 939	
939		RICHMOND	MARY ST	BELL ST	
940		RICHMOND	COPPIN ST	BELL ST	
941		RICHMOND	Lane 0	END OF LANE	
942		RICHMOND	COPPIN ST	BELL ST	
943		RICHMOND	DUKE ST	END OF LANE	
944		RICHMOND	DUKE ST	LORD ST	
945		RICHMOND	LORD ST	END OF LANE	
946		RICHMOND	DUKE ST	Lane 947	
947		RICHMOND	Lane 946	Lane 948	
948		RICHMOND	DUKE ST	Lane 947	
949		RICHMOND	BOYD ST	Lane 950	
950		RICHMOND	GLASS ST	Lane 949	
951		RICHMOND	GLASS ST	END OF LANE	
952		RICHMOND	GLASS ST	Lane 954	
953		RICHMOND	LORD ST	Lane 954	
954		RICHMOND	Lane 952	END OF LANE	
955		RICHMOND	LORD ST	END OF LANE	
956		RICHMOND	CANTERBURY ST	Lane 957	
957		RICHMOND	Lane 956	END OF LANE	
958		RICHMOND	CANTERBURY ST	Lane 959	
959		RICHMOND	Lane 958	END OF LANE	
960		RICHMOND	CANTERBURY ST	Lane 961	
961		RICHMOND	NEWRY ST	Lane 960	
962		RICHMOND	CANTERBURY ST	END OF LANE	
963		RICHMOND	NEWRY ST	END OF LANE	
964		RICHMOND	GLASS ST	Lane 965	
965		RICHMOND	Lane 964	END OF LANE	
966		RICHMOND	GLASS ST	EDINBURGH ST	
967		RICHMOND	Lane 966	END OF LANE	
968		RICHMOND	BEISSEL ST	END OF LANE	
969		RICHMOND	CANTERBURY ST	Lane 970	
970		RICHMOND	Lane 969	END OF LANE	
971		RICHMOND	BEISSEL ST	END OF LANE	
972		RICHMOND	NEWRY ST	END OF LANE	
973		RICHMOND	CANTERBURY ST	END OF LANE	
974		RICHMOND	CANTERBURY ST	Lane 975	
975		RICHMOND	BEISSEL ST	END OF LANE	
976		RICHMOND	BEISSEL ST	Lane 977	
977		RICHMOND	Lane 976	END OF LANE	
978		RICHMOND	BURNLEY ST	TYPE ST	
979		RICHMOND	DICKENS ST	Lane 978	
980		RICHMOND	DICKENS ST	Lane 978	
981		RICHMOND	DICKENS ST	END OF LANE	
982		RICHMOND	TYPE ST	Lane 983	
983		RICHMOND	Lane 982	Lane 984	
984		RICHMOND	Lane 983	END OF LANE	
985		RICHMOND	STILLMAN ST	END OF LANE	
986		RICHMOND	STILLMAN ST	END OF LANE	
987		RICHMOND	STILLMAN ST	END OF LANE	
988		RICHMOND	BOLAND ST	END OF LANE	
989		RICHMOND	BOLAND ST	Lane 990	
990		RICHMOND	Lane 989	END OF LANE	
991		RICHMOND	BOLAND ST	END OF LANE	
992		RICHMOND	TYPE ST	END OF LANE	
993		RICHMOND	GLASSHOUSE ST	END OF LANE	
994	DOVE PL	RICHMOND	TYPE ST	END OF LANE	
995		RICHMOND	MITCHELL ST	END OF LANE	
996		RICHMOND	STAWELL ST	Lane 997	
997		RICHMOND	Lane 996	END OF LANE	
998		RICHMOND	BLISS ST	END OF LANE	
999		RICHMOND	Lane R407	END OF LANE	
1000		RICHMOND	BUNTING ST	Lane 1001	
1001		RICHMOND	Lane 1000	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1002		RICHMOND	CUTTER ST	Lane 1004	
1003		RICHMOND	Lane 1002	END OF LANE	
1004		RICHMOND	Lane 1002	END OF LANE	
1005		RICHMOND	BUNTING ST	END OF LANE	
1006		RICHMOND	BURNLEY ST	CUTTER ST	
1007		RICHMOND	CUTTER ST	STAWELL ST	
1008		RICHMOND	STAWELL ST	BELGRAVIA ST	
1009		RICHMOND	FARMER ST	END OF LANE	
1010		RICHMOND	BELGRAVIA ST	Lane 1012	
1011		RICHMOND	Lane 1012	END OF LANE	
1012		RICHMOND	QUEEN ST	Lane 1010	
1013		RICHMOND	QUEEN ST	BENDIGO ST	
1014		RICHMOND	MOORE ST	END OF LANE	
1015		RICHMOND	MOORE ST	KHARTOUM ST	
1016		RICHMOND	WESTBANK TCE	PARK AVE	
1017		RICHMOND	PARK AVE	END OF LANE	
1018		RICHMOND	Lane 1019	END OF LANE	
1019		RICHMOND	CAMPBELL ST	Lane 1018	
1020		RICHMOND	Lane 1021	END OF LANE	
1021		RICHMOND	PARK ST	Lane 1020	
1022		RICHMOND	PARK ST	Lane 1023	
1023		RICHMOND	Lane 1022	END OF LANE	
1024		RICHMOND	BELLEVUE ST	Lane 1025	
1025		RICHMOND	Lane 1024	END OF LANE	
1026		RICHMOND	BROOKS ST	END OF LANE	
1027		RICHMOND	BROOKS ST	END OF LANE	
1028		RICHMOND	BROOKS ST	END OF LANE	
1029		RICHMOND	BROOKS ST	END OF LANE	
1030		RICHMOND	Lane 1032	END OF LANE	
1031		RICHMOND	SURVEY ST	Lane 1032	
1032		RICHMOND	Lane 1031	Lane 1033	
1033		RICHMOND	SURVEY ST	Lane 1032	
1034		RICHMOND	SURVEY ST	KIMBER ST	
1035		RICHMOND	Lane 1034	END OF LANE	
1036		RICHMOND	KIMBER ST	END OF LANE	
1037		RICHMOND	KIMBER ST	Lane 1038	
1038		RICHMOND	BENDIGO ST	PARK GVE	
1039		RICHMOND	WELLINGTON ST	HUCKERBY ST	
1040		CREMORNE	WELLINGTON ST	END OF LANE	
1041		CREMORNE	Lane 1040	END OF LANE	
1042		CREMORNE	JESSIE ST	END OF LANE	
1043		CREMORNE	LORETTO ST	END OF LANE	
1044		CREMORNE	JESSIE ST	Lane 1045	
1045		CREMORNE	JESSIE ST	Lane 1044	
1046		CREMORNE	Lane 1047	END OF LANE	
1047		RICHMOND	JESSIE ST	CREMORNE ST	
1048		CREMORNE	WELLINGTON ST	Lane 1049	
1049		CREMORNE	Lane 1048	END OF LANE	
1050		CREMORNE	KELSO ST	END OF LANE	
1051		CREMORNE	PARKINS LANE	END OF LANE	
1052		RICHMOND	CREMORNE ST	Lane 1053	
1053		RICHMOND	Lane 1052	END OF LANE	
1054		RICHMOND	PARKINS LANE	END OF LANE	
1055		CREMORNE	KELSO ST	END OF LANE	
1056		RICHMOND	GOUGH PL	END OF LANE	
1057		CREMORNE	GOUGH PL	MELROSE ST	
1058		CREMORNE	GOUGH ST	Lane 1057	
1059		CREMORNE	MELROSE ST	Lane 1060	
1060		CREMORNE	GOUGH ST	Lane 1059	
1061		CREMORNE	KELSO ST	END OF LANE	
1062		CREMORNE	DOVER ST	Lane 1063	
1063		CREMORNE	Lane 1062	END OF LANE	
1064		CREMORNE	FITZGIBBON ST	END OF LANE	
1065		CREMORNE	DOVER ST	Lane 1066	

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Lane Number	Lane Name	Suburb	From	To	Comments
1066		CREMORNE	Lane 1065	END OF LANE	
1067		CREMORNE	CUBITT ST	END OF LANE	
1068		CREMORNE	GWYNNE ST	END OF LANE	
1069		RICHMOND	CUBITT ST	Lane 1070	
1070		RICHMOND	Lane 1069	END OF LANE	
1071		CREMORNE	GWYNNE ST	END OF LANE	
1072		CREMORNE	CUBITT ST	Lane 1073	
1073		CREMORNE	Lane 1072	END OF LANE	
1074		CREMORNE	KELSO ST	END OF LANE	
1075		RICHMOND	KELSO ST	END OF LANE	
1076		CREMORNE	VICTORIA AVE	Lane 1077	
1077		RICHMOND	Lane 1076	END OF LANE	
1078		CREMORNE	Lane 1079	END OF LANE	
1079		CREMORNE	BALMAIN ST	Lane 1078	
1080		RICHMOND	BENT ST	JACKSON ST	
1081		CREMORNE	KELSO ST	Lane 1083	
1082		RICHMOND	KELSO ST	END OF LANE	
1083		CREMORNE	DOVER ST	Lane 1081	
1084		CREMORNE	DOVER ST	Lane 1085	
1085		CREMORNE	Lane 1084	END OF LANE	
1086		CREMORNE	DOVER ST	END OF LANE	
1087		CREMORNE	BALMAIN ST	END OF LANE	DISCONTINUED
1088		CREMORNE	DOVER ST	CUBITT ST	
1089		CREMORNE	BENT ST	Lane 1088	
1090		CREMORNE	DICKMANN ST	CUBITT ST	
1091		CREMORNE	CUBITT ST	GWYNNE ST	DISCONTINUED
1092		CREMORNE	CUBITT ST	GWYNNE ST	
1093		RICHMOND	KIPLING ST	END OF LANE	
1094		CREMORNE	RAILWAY PL	END OF LANE	
1095		CREMORNE	SWAN ST	END OF LANE	
1096		RICHMOND	SHAKESPEARE PL	Lane 1097	
1097		RICHMOND	SHAKESPEARE PL	END OF LANE	
1098		CREMORNE	ADOLPH ST	END OF LANE	
1099		CREMORNE	Lane 1098	Lane 1100	
1100		CREMORNE	Lane 1099	END OF LANE	
1101		CREMORNE	DUNN ST	END OF LANE	
1102		CREMORNE	DUNN ST	END OF LANE	
1103		CREMORNE	STEPHENSON ST	Lane 1104	
1104		CREMORNE	Lane 1103	END OF LANE	
1105		RICHMOND	STEPHENSON ST	Lane 1106	
1106		RICHMOND	Lane 1105	END OF LANE	
1107		RICHMOND	STEPHENSON ST	Lane 1108	
1108		RICHMOND	Lane 1107	END OF LANE	
1109		CREMORNE	RAILWAY PL	CHAPEL ST	
1110		CREMORNE	CHAPEL ST	ADELAIDE ST	
1111		CREMORNE	ADELAIDE ST	BALMAIN ST	
1112		CREMORNE	Lane 1111	END OF LANE	
1113		CREMORNE	BALMAIN ST	ELECTRIC ST	
1114		RICHMOND	WALNUT ST	END OF LANE	
1115		CREMORNE	WALNUT ST	Lane 1116	
1116		CREMORNE	BALMAIN ST	Lane 1115	
1117		CREMORNE	WALNUT ST	END OF LANE	
1118		RICHMOND	Lane 1119	END OF LANE	
1119		RICHMOND	SWAN ST	LITTLE LESNEY ST	
1120		RICHMOND	CHURCH ST	LITTLE LESNEY ST	
1121		RICHMOND	BRIGHTON ST	END OF LANE	
1122		RICHMOND	LITTLE LESNEY ST	Lane 1123	
1123		RICHMOND	HARVEY ST	Lane 1122	
1124		RICHMOND	HARVEY ST	MARY ST	
1125		RICHMOND	LESNEY ST	END OF LANE	
1126		RICHMOND	LESNEY ST	Lane 1127	
1127	Little James St	RICHMOND	MARY ST	BRIGHTON ST	
1128		RICHMOND	JAMES ST	END OF LANE	
1129		RICHMOND	JAMES ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1131		RICHMOND	JAMES ST	Lane 1132	
1132		RICHMOND	MARY ST	BRIGHTON ST	
1133		RICHMOND	ROSE ST	Lane 1132	
1134		RICHMOND	SANDERS PL	END OF LANE	
1135		RICHMOND	SANDERS PL	ALBERT ST	
1136		RICHMOND	SANDERS PL	ALBERT ST	
1137		RICHMOND	ROSE ST	DAVIS ST	
1138		RICHMOND	ALBERT ST	GIBBONS ST	
1139		RICHMOND	ALBERT ST	GIBBONS ST	
1140		RICHMOND	KINGSTON ST	END OF LANE	
1141		RICHMOND	COTTER ST	END OF LANE	
1142		RICHMOND	COTTER ST	END OF LANE	
1143		RICHMOND	BURGESS ST	Lane 1144	
1144		RICHMOND	MARY ST	BRIGHTON ST	
1145		RICHMOND	COTTER ST	Lane 1144	
1146		RICHMOND	COTTER ST	Lane 1147	
1147		RICHMOND	CHURCH ST	BRIGHTON ST	
1148		RICHMOND	COTTER ST	Lane 1147	
1149		RICHMOND	AMSTERDAM ST	Lane 1147	
1150		RICHMOND	AMSTERDAM ST	Lane 1147	
1151		RICHMOND	COTTER ST	Lane 1152	
1152		RICHMOND	MARY ST	BRIGHTON ST	
1153		RICHMOND	AMSTERDAM ST	Lane 1152	
1154		RICHMOND	AMSTERDAM ST	WILLOW LA	
1155		RICHMOND	AMSTERDAM ST	END OF LANE	
1156		RICHMOND	AMSTERDAM ST	WILLOW LA	
1157		RICHMOND	WILLOW LA	YORKSHIRE ST	
1158		RICHMOND	WILLOW LA	YORKSHIRE ST	
1159		RICHMOND	HOWARD ST	Lane 1160	
1160		RICHMOND	Lane 1159	Lane 1161	
1161		RICHMOND	HOWARD ST	Lane 1160	
1162		RICHMOND	HOWARD ST	END OF LANE	
1163		RICHMOND	YORKSHIRE ST	Lane 1164	
1164		RICHMOND	BRIGHTON ST	Lane 1163	
1165		RICHMOND	YORKSHIRE ST	Lane 1166	
1166		RICHMOND	DURHAM ST	Lane 1165	
1167		RICHMOND	MARY ST	Lane 1168	
1168		RICHMOND	Lane 1167	END OF LANE	
1169		RICHMOND	SWAN ST	END OF LANE	
1170		RICHMOND	SWAN ST	END OF LANE	
1171		RICHMOND	MADDEN GR	ROSE ST	
1172		RICHMOND	ROONEY ST	Lane 1171	
1173		RICHMOND	ROSE ST	BARKLY AVE	
1174		RICHMOND	SWAN ST	END OF LANE	
1175		RICHMOND	SWAN ST	END OF LANE	
1176		RICHMOND	MADDEN GR	END OF LANE	
1177		BURNLEY	STAWELL ST	Lane 1178	
1178		BURNLEY	Lane 1177	END OF LANE	
1179		BURNLEY	ADAM ST	END OF LANE	
1180	Gumbri Lane	BURNLEY	Lane 1181	END OF LANE	
1181	Gumbri Lane	BURNLEY	WEST ST	Lane 1180	
1182		BURNLEY	UTOPIA PL	END OF LANE	
1183		BURNLEY	CHERRILL ST	END OF LANE	
1184		BURNLEY	CHERRILL ST	END OF LANE	
1185	ST.LOUIS Pl	BURNLEY	CHERRILL ST	END OF LANE	
1186		BURNLEY	STAWELL ST	GIBDON ST	
1187		BURNLEY	STAWELL ST	END OF LANE	
1188		BURNLEY	GIBDON ST	Lane 1189	
1189		BURNLEY	Lane 1190	END OF LANE	
1190		BURNLEY	GIBDON ST	Lane 1189	
1191		BURNLEY	PARKVILLE ST	Lane 1192	
1192		BURNLEY	Lane 1191	END OF LANE	
1193		BURNLEY	Lane 1191	END OF LANE	
1194	Barrow Place	BURNLEY	GIBDON ST	Lane 1195	

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Lane Number	Lane Name	Suburb	From	To	Comments
1195	Barrow Place	BURNLEY	Lane 1194	END OF LANE	
1300		PRINCES HILL	PARK ST	LANG ST	
1300.1		PRINCES HILL	Lane 1300.1	END OF LANE	
1301		PRINCES HILL	PARK ST	LANG ST	
1302		NORTH CARLTON	LANG ST	END OF LANE	
1303		NORTH CARLTON	PARK ST	LANG ST	
1304		PRINCES HILL	BOWEN CR	Lane 1304.1	
1304.1		PRINCES HILL	LANG ST	Lane 1304	
1304.2		PRINCES HILL	LANG ST	Lane 1304	
1305		PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1306		PRINCES HILL	GARTON ST	Lane 1305	
1307		PRINCES HILL	GARTON ST	END OF LANE	
1308		PRINCES HILL	Lane 1305	Lane 1308.1	
1308.1		PRINCES HILL	Lane 1305	END OF LANE	
1309		PRINCES HILL	GARTON ST	Lane 1309.1	
1309.1		PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1310		PRINCES HILL	PIGDON ST	GARTON ST	
1310.1		PRINCES HILL	Lane 1310	Lane 1310.2	DISCONTINUED
1310.2		PRINCES HILL	Lane 1310.1	END OF LANE	DISCONTINUED
1311		PRINCES HILL	PIGDON ST	PATERSON ST	
1312		PRINCES HILL	PATERSON ST	END OF LANE	
1313		PRINCES HILL	PATERSON ST	END OF LANE	
1314		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1315		PRINCES HILL	RICHARDSON ST	END OF LANE	
1316		PRINCES HILL	RICHARDSON ST	END OF LANE	
1317		PRINCES HILL	RICHARDSON ST	END OF LANE	
1318		PRINCES HILL	RICHARDSON ST	Lane 1319	
1318.1		PRINCES HILL	Lane 1319	MACPHERSON ST	
1319		PRINCES HILL	GARTON ST	ARNOLD ST	
1320		PRINCES HILL	PIGDON ST	PATERSON ST	
1320.1		PRINCES HILL	Lane 1320	END OF LANE	
1320.2		PRINCES HILL	Lane 1329	END OF LANE	
1321		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1321.1		PRINCES HILL	Lane 1321	Lane 1321.2	
1321.2		PRINCES HILL	Lane 1321.1	END OF LANE	
1322		PRINCES HILL	PATERSON ST	END OF LANE	
1323		PRINCES HILL	Lane 1323	END OF LANE	
1323.1		PRINCES HILL	RICHARDSON ST	Lane 1323.1	
1324		PRINCES HILL	RICHARDSON ST	Lane 1325	
1324.1		PRINCES HILL	Lane 1324	Lane 1324.2	
1324.2		PRINCES HILL	RICHARDSON ST	Lane 1324.1	
1324.3		PRINCES HILL	MACPHERSON ST	Lane 1325	
1325		PRINCES HILL	ARNOLD ST	WILSON ST	
1326		PRINCES HILL	Lane 1326	END OF LANE	
1326.1		PRINCES HILL	Lane 1324.3	Lane 1326.1	
1327		PRINCES HILL	Lane 1324.3	Lane 1327.1	
1327.1		PRINCES HILL	Lane 1327	END OF LANE	
1328	MUNNERING LANE	PRINCES HILL	PIGDON ST	PATERSON ST	
1329		PRINCES HILL	Lane 1328	END OF LANE	
1330		PRINCES HILL	McILWRAITH ST	Lane 1328	
1330.1		PRINCES HILL	Lane 1330	END OF LANE	
1331		PRINCES HILL	Lane 1330	END OF LANE	
1332	Keeley Place	PRINCES HILL	PARK ST	HOLTON ST EAST	
1333	Bouganville Place	PRINCES HILL	LYGON ST	Lane 1332	
1334	Bouganville Place	PRINCES HILL	McILWRAITH ST	Lane 1332	
1335	Keely Place	PRINCES HILL	HOLTON ST EAST	PIGDON ST	
1336		PRINCES HILL	Lane 1335	END OF LANE	
1337		PRINCES HILL	Lane 1335	END OF LANE	
1338	Keeley Ln	PRINCES HILL	PIGDON ST	PATERSON ST	
1339		PRINCES HILL	Lane 2028	END OF LANE	
1340		PRINCES HILL	Lane 1338	Lane 1340.1	
1340.1		PRINCES HILL	PATERSON ST	Lane 1340	
1341		PRINCES HILL	Lane 1338	END OF LANE	
1342		PRINCES HILL	Lane 1342.1	END OF LANE	

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1342.1		PRINCES HILL	PATERSON ST	Lane 1342	
1343		PRINCES HILL	PATERSON ST	END OF LANE	
1344		PRINCES HILL	PATERSON ST	END OF LANE	
1345	MUNNERING LANE	PRINCES HILL	PATERSON ST	RICHARDSON ST	
1346		PRINCES HILL	Lane 1345	Lane 1346.1	
1346.1		PRINCES HILL	Lane 1346	END OF LANE	
1347	MUNNERING LANE	PRINCES HILL	RICHARDSON ST	Lane 1349	
1348	MUNNERING LANE	PRINCES HILL	MACPHERSON ST	Lane 1349	
1349		PRINCES HILL	McILWRAITH ST	WILSON ST	
1350		PRINCES HILL	Lane 1348	Lane 1350.1	
1350.1		PRINCES HILL	Lane 1350	END OF LANE	
1351		PRINCES HILL	Lane 1351.1	END OF LANE	
1351.1		PRINCES HILL	Lane 1347	Lane 1351	
1351.2		PRINCES HILL	McILWRAITH ST	END OF LANE	
1352		PRINCES HILL	Lane 1348	Lane 1352.1	
1352.1		PRINCES HILL	Lane 1352	END OF LANE	
1353		PRINCES HILL	Lane 1348	Lane 1353.1	
1353.1		PRINCES HILL	Lane 1353	END OF LANE	
1354		PRINCES HILL	PATERSON ST	RICHARDSON ST	
1355		PRINCES HILL	RICHARDSON ST	Lane 1355.1	
1355.1		PRINCES HILL	Lane 1355	END OF LANE	
1356		PRINCES HILL	Lane 1354	END OF LANE	
1357		PRINCES HILL	RICHARDSON ST	END OF LANE	
1358		PRINCES HILL	RICHARDSON ST	MACPHERSON ST	
1359		PRINCES HILL	McILWRAITH ST	Lane 1358	
1360		PRINCES HILL	McILWRAITH ST	Lane 1358	
1361		PRINCES HILL	LYGON ST	Lane 1358	
1362		PRINCES HILL	Lane 1361	END OF LANE	
1363		PRINCES HILL	Lane 1358	Lane 1361.1	
1363.1		PRINCES HILL	Lane 1361	END OF LANE	
1364		NORTH CARLTON	PARK ST	PIGDON ST	
1365		NORTH CARLTON	PARK ST	PIGDON ST	
1366		NORTH CARLTON	PIGDON ST	END OF LANE	
1367		NORTH CARLTON	PARK ST	PIGDON ST	
1368		NORTH CARLTON	PARK ST	PIGDON ST	
1369		NORTH CARLTON	AMESS ST	Lane 1368	
1370		NORTH CARLTON	PIGDON ST	END OF LANE	
1371		NORTH CARLTON	PARK ST	PIGDON ST	
1372		NORTH CARLTON	CANNING ST	Lane 1371	
1373		NORTH CARLTON	STATION ST	Lane 1371	
1374		NORTH CARLTON	PARK ST	PIGDON ST	
1375		NORTH CARLTON	Lane 1374	Lane 1375.1	
1375.1		NORTH CARLTON	Lane 1375	END OF LANE	
1376		NORTH CARLTON	MARY ST	END OF LANE	
1377		NORTH CARLTON	MARY ST	END OF LANE	
1378		NORTH CARLTON	PIGDON ST	END OF LANE	
1379		NORTH CARLTON	PIGDON ST	HUGHES ST	
1380		NORTH CARLTON	Lane 1379	Lane 1381	
1381		NORTH CARLTON	PIGDON ST	HUGHES ST	
1382		NORTH CARLTON	HUGHES ST	END OF LANE	
1383		NORTH CARLTON	PIGDON ST	END OF LANE	
1384		NORTH CARLTON	PIGDON ST	END OF LANE	
1385		NORTH CARLTON	Lane 1384	END OF LANE	
1386		NORTH CARLTON	PIGDON ST	Lane 1387	
1387		NORTH CARLTON	Lane 1386	Lane 1387.1	
1387.1		NORTH CARLTON	RICHARDSON ST	Lane 1387	
1388		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1389		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1390		NORTH CARLTON	AMESS ST	Lane 1389	
1391		NORTH CARLTON	RATHDOWNE ST	Lane 1389	
1392		NORTH CARLTON	AMESS ST	END OF LANE	
1393		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1393.1		NORTH CARLTON	Lane 1393	Lane 1393.2	
1393.2		NORTH CARLTON	PIGDON ST	Lane 1393.1	

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Lane Number	Lane Name	Suburb	From	To	Comments
1394		NORTH CARLTON	CANNING ST	Lane 1393	
1395		NORTH CARLTON	AMESS ST	Lane 1393	
1396		NORTH CARLTON	CANNING ST	Lane 1397	
1397		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1398		NORTH CARLTON	STATION ST	Lane 1397	
1399		NORTH CARLTON	CANNING ST	Lane 1397	
1400		NORTH CARLTON	STATION ST	Lane 1401	
1401		NORTH CARLTON	PIGDON ST	RICHARDSON ST	
1402		NORTH CARLTON	PIGDON ST	END OF LANE	
1403		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1404		NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1405	TAPLIN PL	NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1406		NORTH CARLTON	STATION ST	Lane 1405	
1407		NORTH CARLTON	STATION ST	Lane 1405	
1408		NORTH CARLTON	STATION ST	END OF LANE	
1409		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1410		NORTH CARLTON	Lane 1409	Lane 1410	
1411		NORTH CARLTON	Lane 1410	END OF LANE	
1412		NORTH CARLTON	AMESS ST	END OF LANE	
1413		NORTH CARLTON	AMESS ST	Lane 1414	
1414		NORTH CARLTON	RICHARDSON ST	Lane 1413	
1415		NORTH CARLTON	RICHARDSON ST	Lane 1416	
1416		NORTH CARLTON	Lane 1415	END OF LANE	
1417		NORTH CARLTON	Lane 1418	END OF LANE	
1418		NORTH CARLTON	MACPHERSON ST	Lane 1417	
1419	Fletcher Lane	NORTH CARLTON	RATHDOWNE ST	Lane 1420	
1420	Fletcher Lane	NORTH CARLTON	Lane 1419	END OF LANE	
1421		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1422		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1423		NORTH CARLTON	Lane 1424	Lane 1425	
1424		NORTH CARLTON	MACPHERSON ST	Lane 1423	
1425		NORTH CARLTON	MACPHERSON ST	Lane 1423	
1426		NORTH CARLTON	RICHARDSON ST	MACPHERSON ST	
1427		NORTH CARLTON	Lane 1428	END OF LANE	
1428		NORTH CARLTON	MACPHERSON ST	Lane 1427	
1429		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1430		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1431		NORTH CARLTON	RICHARDSON ST	END OF LANE	
1432		NORTH CARLTON	Lane 1433	END OF LANE	
1433		NORTH CARLTON	RICHARDSON ST	Lane 1432	
1434		NORTH CARLTON	Lane 1435	Lane 1437	
1435		NORTH CARLTON	Lane 1435.1	Lane 1434	
1435.1		NORTH CARLTON	FENWICK ST	Lane 1435	
1436		NORTH CARLTON	FENWICK ST	Lane 1436.1	
1436.1		NORTH CARLTON	Lane 1434	Lane 1436	
1437		NORTH CARLTON	Lane 1439	Lane 1434	
1438		NORTH CARLTON	Lane 1438.1	END OF LANE	
1438.1		NORTH CARLTON	Lane 1440	Lane 1434	
1439		NORTH CARLTON	RICHARDSON ST	Lane 1438	
1440		NORTH CARLTON	MACPHERSON ST	Lane 1438	
1441		NORTH CARLTON	HERBERT ST	END OF LANE	
1442		NORTH CARLTON	HERBERT ST	END OF LANE	
1443		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1444		NORTH CARLTON	MACPHERSON ST	Lane 1445	
1445		NORTH CARLTON	Lane 1444	END OF LANE	
1446		NORTH CARLTON	HERBERT ST	END OF LANE	
1447		NORTH CARLTON	HERBERT ST	END OF LANE	
1448		NORTH CARLTON	FENWICK ST	Lane 1451	
1449		NORTH CARLTON	FENWICK ST	Lane 1450	
1450		NORTH CARLTON	Lane 1449	Lane 1452	
1451		NORTH CARLTON	FENWICK ST	Lane 1448	
1452		NORTH CARLTON	Lane 1450	END OF LANE	
1453		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1454		NORTH CARLTON	AMESS ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1455		NORTH CARLTON	AMESS ST	END OF LANE	
1456		NORTH CARLTON	Lane 1457	Lane 1458	
1457		NORTH CARLTON	FENWICK ST	Lane 1456	
1458		NORTH CARLTON	FENWICK ST	Lane 1456	
1459		NORTH CARLTON	MACPHERSON ST	END OF LANE	
1460		NORTH CARLTON	Lane 1464	END OF LANE	
1461		NORTH CARLTON	AMESS ST	Lane 1460	
1462		NORTH CARLTON	FENWICK ST	END OF LANE	
1463		NORTH CARLTON	AMESS ST	Lane 1464	
1464		NORTH CARLTON	Lane 1463	Lane 1460	
1465		NORTH CARLTON	MACPHERSON ST	Lane 1467	
1466		NORTH CARLTON	STATION ST	Lane 1465	
1467		NORTH CARLTON	STATION ST	END OF LANE	
1468		NORTH CARLTON	STATION ST	END OF LANE	
1469	TAPLIN PL	NORTH CARLTON	MACPHERSON ST	FENWICK ST	
1470		NORTH CARLTON	STATION ST	Lane 1469	
1471		NORTH CARLTON	FENWICK ST	CURTAIN ST	
1472		NORTH CARLTON	Lane 1476	Lane 1475	
1473		NORTH CARLTON	FENWICK ST	Lane 1476	
1474		NORTH CARLTON	FENWICK ST	Lane 1476	
1475		NORTH CARLTON	NICHOLSON ST	Lane 1472	
1476		NORTH CARLTON	Lane 1474	Lane 1473	
1477		NORTH CARLTON	CURTAIN ST	END OF LANE	
1478		NORTH CARLTON	CURTAIN ST	END OF LANE	
1479		NORTH CARLTON	SUTTON ST	Lane 1480	
1480		NORTH CARLTON	FENWICK ST	Lane 1479	
1481		NORTH CARLTON	EARL ST	Lane 1479	
1482		NORTH CARLTON	Lane 1483	END OF LANE	
1483		NORTH CARLTON	Lane 1482	END OF LANE	
1484		NORTH CARLTON	CURTAIN ST	END OF LANE	
1485		NORTH CARLTON	Lane 1482	Lane 1486	
1486		NORTH CARLTON	SUTTON ST	END OF LANE	
1487		NORTH CARLTON	SUTTON ST	Lane 1488	
1488		NORTH CARLTON	FENWICK ST	CURTAIN ST	
1489		NORTH CARLTON	SUTTON ST	Lane 1488	
1490	Davids Lane	NORTH CARLTON	Lane 1490.1	Lane 1490.2	
1490.1		NORTH CARLTON	Lane 1490	END OF LANE	
1490.2		NORTH CARLTON	Lane 1490	END OF LANE	
1490.3		NORTH CARLTON	Lane 1490	END OF LANE	
1490.4		NORTH CARLTON	Lane 1490	END OF LANE	
1491	Drummond Lane	NORTH CARLTON	RATHDOWNE ST	Lane 1491.1	
1491.1		NORTH CARLTON	CURTAIN ST	END OF LANE	
1491.2		NORTH CARLTON	Lane 1491	END OF LANE	
1491.3		NORTH CARLTON	CURTAIN ST	Lane 1491	
1491.4		NORTH CARLTON	Lane 1491	END OF LANE	
1492.1		NORTH CARLTON	SHAKESPEARE ST	END OF LANE	
1492.2		NORTH CARLTON	SHAKESPEARE ST	END OF LANE	
1492.3		NORTH CARLTON	Lane 1492.2	END OF LANE	
1492.4		NORTH CARLTON	Lane 1491.2	Lane 1492.1	
1493		NORTH CARLTON	Lane 1493.1	Lane 1493.4	
1493.1		NORTH CARLTON	CURTAIN ST	Lane 1493	
1493.2		NORTH CARLTON	CURTAIN ST	Lane 1493	
1493.3		NORTH CARLTON	Lane 1493.1	Lane 1493.2	
1493.4		NORTH CARLTON	Lane 1493.3	Lane 1493.5	
1493.5		NORTH CARLTON	SHAKESPEARE ST	Lane 1493.4	
1493.6		NORTH CARLTON	Lane 1493	Lane 1493.3	
1494		NORTH CARLTON	CURTAIN ST	END OF LANE	
1495		NORTH CARLTON	RESERVE ST	Lane 1494	
1496		NORTH CARLTON	DRUMMOND ST	Lane 1498	
1497		NORTH CARLTON	RESERVE ST	Lane 1498	
1498		NORTH CARLTON	CURTAIN ST	END OF LANE	
1499		NORTH CARLTON	CURTAIN ST	END OF LANE	
1500		NORTH CARLTON	CURTAIN ST	Lane 1500.1	
1500.1		NORTH CARLTON	Lane 1500	Lane 1500.2	

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1500.2		NORTH CARLTON	Lane 1500.1	END OF LANE	
1501		NORTH CARLTON	NEWRY ST	Lane 1502	
1502		NORTH CARLTON	Lane 1501	END OF LANE	
1503		NORTH CARLTON	NEWRY ST	Lane 1504	
1504		NORTH CARLTON	Lane 1504	END OF LANE	
1504.1		NORTH CARLTON	Lane 1503	END OF LANE	
1505		NORTH CARLTON	CURTAIN ST	Lane 1506	
1506		NORTH CARLTON	NICHOLSON ST	Lane 1505	
1507		NORTH CARLTON	NICHOLSON ST	Lane 1505	
1508		NORTH CARLTON	NEWRY ST	Lane 1507	
1509		NORTH CARLTON	Lane 1510	END OF LANE	
1510		NORTH CARLTON	Lane 1509	END OF LANE	
1511		NORTH CARLTON	NEWRY ST	Lane 1512	
1512		NORTH CARLTON	Lane 1511	END OF LANE	
1513		NORTH CARLTON	Lane 1514	Lane 1515	
1514		NORTH CARLTON	LEE ST	Lane 1513	
1515		NORTH CARLTON	LEE ST	Lane 1513	
1516		NORTH CARLTON	LEE ST	O'GRADY ST	
1517		NORTH CARLTON	O'GRADY ST	END OF LANE	
1518		NORTH CARLTON	Lane 1518.1	END OF LANE	
1518.1		NORTH CARLTON	Lane 1516	Lane 1518	
1519		NORTH CARLTON	Lane 1520	Lane 1521	
1520		NORTH CARLTON	NEWRY ST	O'GRADY ST	
1521		NORTH CARLTON	NEWRY ST	O'GRADY ST	
1522		NORTH CARLTON	Lane 1521	END OF LANE	
1523		NORTH CARLTON	STATION ST	Lane 1524	
1524		NORTH CARLTON	NEWRY ST	Lane 1523	
1525		NORTH CARLTON	LEE ST	END OF LANE	
1526		NORTH CARLTON	NEWRY ST	Lane 1527	
1527		NORTH CARLTON	STATION ST	Lane 1526	
1528		NORTH CARLTON	Lane 1533	END OF LANE	
1529		NORTH CARLTON	STATION ST	Lane 1530	
1530		NORTH CARLTON	Lane 1529	END OF LANE	
1531		NORTH CARLTON	STATION ST	Lane 1531	
1532		NORTH CARLTON	Lane 1530	END OF LANE	
1533		NORTH CARLTON	STATION ST	Lane 1528	
1534		NORTH CARLTON	Lane 1536	END OF LANE	
1535		NORTH CARLTON	STATION ST	Lane 1534	
1536		NORTH CARLTON	STATION ST	Lane 1534	
1537		NORTH CARLTON	LEE ST	END OF LANE	
1538		NORTH CARLTON	Lane 1539	END OF LANE	
1539		NORTH CARLTON	NICHOLSON ST	Lane 1540	
1540		NORTH CARLTON	PRINCES ST	Lane 1539	
1541		NORTH CARLTON	STATION ST	Lane 1540	
1542		NORTH CARLTON	STATION ST	END OF LANE	
1543		NORTH CARLTON	Lane 1542	Lane 1544	
1544		NORTH CARLTON	STATION ST	Lane 1543	
1545		NORTH CARLTON	STATION ST	CANNING ST	
1546		NORTH CARLTON	Lane 1545	END OF LANE	
1547		NORTH CARLTON	Lane 1548	END OF LANE	
1547.1		NORTH CARLTON	CANNING ST	Lane 1548	
1548		NORTH CARLTON	Lane 1547	END OF LANE	
1549		NORTH CARLTON	DAVIS ST	END OF LANE	
1550		NORTH CARLTON	LEE ST	DAVIS ST	
1560		NORTH CARLTON	Lane 1550	Lane 1561	
1561		NORTH CARLTON	LEE ST	DAVIS ST	
1562		NORTH CARLTON	DAVIS ST	END OF LANE	
1563		NORTH CARLTON	Lane 1564	END OF LANE	
1564		NORTH CARLTON	Lane 1563	DAVIS ST	
1565		NORTH CARLTON	DAVIS ST	Lane 1565	
1566		NORTH CARLTON	RATHDOWNE ST	Lane 1565	
1567		NORTH CARLTON	RATHDOWNE ST	Lane 1568	
1568		NORTH CARLTON	Lane 1567	END OF LANE	
1569		NORTH CARLTON	LEE ST	END OF LANE	

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1570		NORTH CARLTON	LEE ST	END OF LANE	
1571		NORTH CARLTON	Lane 1567	END OF LANE	
1572		NORTH CARLTON	PRINCES ST	END OF LANE	
1573		NORTH CARLTON	Lane 1574	END OF LANE	
1574		NORTH CARLTON	PRINCES ST	Lane 1573	
1575		NORTH CARLTON	LEE ST	Lane 1575.1	
1575.1		NORTH CARLTON	Lane 1575	Lane 1575.2	
1575.2		NORTH CARLTON	Lane 1575.1	Lane 1578	
1576		NORTH CARLTON	DRUMMOND ST	Lane 1575	
1577		NORTH CARLTON	Lane 1575	END OF LANE	
1578		NORTH CARLTON	DRUMMOND ST	Lane 1575.2	
1579		NORTH CARLTON	Lane 1579.1	END OF LANE	
1579.1		NORTH CARLTON	PRINCES ST	END OF LANE	
1579.2		NORTH CARLTON	Lane 1579	END OF LANE	
1580		NORTH CARLTON	LEE ST	Lane 1581	
1581		NORTH CARLTON	Lane 1580	END OF LANE	
1600		FITZROY	BRUNSWICK ST	END OF LANE	DISCONTINUED
1601		FITZROY	BRUNSWICK ST	END OF LANE	
1602		FITZROY	FITZROY ST	END OF LANE	
1603		FITZROY	REGENT ST	Lane 1604	
1604		FITZROY	Lane 1603	REGENT ST	
1605		FITZROY	FITZROY ST	END OF LANE	
1606		FITZROY	Lane 1605	Lane 1607	
1607		FITZROY	FITZROY ST	Lane 1608	
1608		FITZROY	Lane 1607	GERTRUDE ST	
1609		FITZROY	FITZROY ST	END OF LANE	
1610		FITZROY	Lane END	Lane 1609	
1611		FITZROY	FITZROY ST	Lane 1612	
1612		FITZROY	Lane 1611	END OF LANE	
1613		FITZROY	GERTRUDE ST	END OF LANE	
1614		FITZROY	GRAHAM ST	END OF LANE	
1615		FITZROY	YOUNG ST	END OF LANE	
1616		FITZROY	YOUNG ST	END OF LANE	
1617		FITZROY	YOUNG ST	END OF LANE	
1618		FITZROY	YOUNG ST	Lane 1619	
1619		FITZROY	Lane 1618	END OF LANE	
1620		FITZROY	NAPIER ST	LITTLE NAPIER ST	
1621		FITZROY	LITTLE NAPIER ST	Lane 1622	
1622		FITZROY	Lane 1621	END OF LANE	
1623		FITZROY	NAPIER ST	Lane 1624	
1624		FITZROY	Lane 1623	END OF LANE	
1625		FITZROY	LITTLE VICTORIA ST	END OF LANE	
1627		FITZROY	LITTLE GEORGE ST	END OF LANE	
1628		FITZROY	LITTLE GEORGE ST	Lane 1629	
1629		FITZROY	Lane 1628	END OF LANE	
1630		FITZROY	GEORGE ST	END OF LANE	
1631		FITZROY	LITTLE GORE ST	END OF LANE	
1632		FITZROY	SMITH ST	LITTLE SMITH ST	
1633		FITZROY	LITTLE SMITH ST	END OF LANE	
1633.1		FITZROY	LITTLE SMITH ST	END OF LANE	
1634		FITZROY	LITTLE SMITH ST	Lane 1635	
1635		FITZROY	Lane 1634	END OF LANE	
1636		FITZROY	LITTLE SMITH ST	Lane 1637	
1637		FITZROY	Lane 1636	END OF LANE	
1638		FITZROY	LITTLE SMITH ST	END OF LANE	
1639		FITZROY	GORE ST	END OF LANE	
1640		FITZROY	Lane 1639	END OF LANE	
1641		FITZROY	GEORGE ST	END OF LANE	
1642		FITZROY	Lane 1641	END OF LANE	
1643		FITZROY	GEORGE ST	END OF LANE	
1644		FITZROY	LITTLE GEORGE ST	END OF LANE	
1645		FITZROY	LITTLE GEORGE ST	Lane 1646	
1646		FITZROY	Lane 1645	END OF LANE	
1647		FITZROY	NAPIER ST	LITTLE GEORGE ST	

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1648		FITZROY	Lane 1647	END OF LANE	
1649		FITZROY	LITTLE GEORGE ST	Lane 1650	
1650		FITZROY	Lane 1649	END OF LANE	
1651		FITZROY	LITTLE GORE ST	Lane 1652	
1652		FITZROY	Lane 1651	END OF LANE	
1653		FITZROY	Lane 1654	END OF LANE	
1654		FITZROY	FITZROY ST	Lane 1653	
1655		FITZROY	PALMER ST	END OF LANE	
1656		FITZROY	FITZROY ST	END OF LANE	
1657		FITZROY	Lane 1656	END OF LANE	
1658		FITZROY	MARION ST	END OF LANE	
1659		FITZROY	MARION ST	END OF LANE	
1660		FITZROY	MARION ST	Lane 1661	
1661		FITZROY	Lane 1660	END OF LANE	
1662		FITZROY	ROYAL LANE	END OF LANE	
1663		FITZROY	PALMER ST	END OF LANE	
1664		FITZROY	FITZROY ST	COWELL ST	
1665		FITZROY	JAMES ST	END OF LANE	
1666		FITZROY	Lane 1667	END OF LANE	
1667		FITZROY	JAMES ST	Lane 1666	
1668		FITZROY	JAMES ST	END OF LANE	
1669		FITZROY	JAMES ST	Lane 1670	
1670		FITZROY	Lane 1669	Lane 1671	
1671		FITZROY	Lane 1670	FITZROY ST	
1672		FITZROY	FITZROY ST	END OF LANE	
1673		FITZROY	HANOVER ST	END OF LANE	
1674		FITZROY	HANOVER ST	END OF LANE	
1675		FITZROY	HANOVER ST	LITTLE HANOVER ST	
1676		FITZROY	HANOVER ST	KING WILLIAM ST	
1677		FITZROY	HANOVER ST	END OF LANE	
1678		FITZROY	Lane 1679	END OF LANE	
1679		FITZROY	KING WILLIAM ST	Lane 1678	
1680		FITZROY	KING WILLIAM ST	END OF LANE	
1681		FITZROY	MOOR ST	END OF LANE	
1682		FITZROY	FITZROY ST	END OF LANE	
1683		FITZROY	FITZROY ST	END OF LANE	
1684		FITZROY	KING WILLIAM ST	MOOR ST	
1685		FITZROY	Lane 1684	BACH LA	
1686		FITZROY	MOOR ST	END OF LANE	
1687		FITZROY	MOOR ST	END OF LANE	
1688		FITZROY	KING WILLIAM ST	END OF LANE	
1689		FITZROY	CHARLES ST	END OF LANE	
1690		FITZROY	CHARLES ST	WEBB ST	
1691		FITZROY	CHARLES ST	END OF LANE	
1692		FITZROY	GORE ST	END OF LANE	
1693		FITZROY	WEBB ST	END OF LANE	
1694		FITZROY	CHARLES ST	END OF LANE	
1695	Charles Place	FITZROY	CHARLES ST	END OF LANE	
1696		FITZROY	Lane 1695	END OF LANE	
1697		FITZROY	CHARLES ST	END OF LANE	
1698		FITZROY	Lane 1699	END OF LANE	
1699		FITZROY	CHARLES ST	CONDELL ST	
1700		FITZROY	CHARLES ST	END OF LANE	
1701		FITZROY	CHARLES ST	END OF LANE	
1702		FITZROY	CONDELL ST	END OF LANE	
1703	Freeland lane	FITZROY	CONDELL ST	Lane 1704	
1704	Freeland Lane	FITZROY	Lane 1703	Lane 1705	
1705	Freeland Lane	FITZROY	CONDELL ST	Lane 1704	
1706		FITZROY	WOOD ST	Lane 1707	
1707		FITZROY	MOOR ST	Lane 1706	
1708		FITZROY	MOOR ST	END OF LANE	
1709		FITZROY	GORE ST	END OF LANE	
1710		FITZROY	Lane 1712	END OF LANE	
1711		FITZROY	GEORGE ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
1712	Napier Lane	FITZROY	NAPIER PLACE	END OF LANE	
1713		FITZROY	Lane 1712	Lane 1714	
1714		FITZROY	Lane 1713	END OF LANE	
1715		FITZROY	GORE ST	END OF LANE	
1716		FITZROY	ST DAVID ST	END OF LANE	
1716.1		FITZROY	ST DAVID ST	END OF LANE	
1717		FITZROY	Lane 1718	END OF LANE	
1718		FITZROY	Lane 1719	Lane 1717	
1719		FITZROY	MOOR ST	Lane 1718	
1720		FITZROY	BELL ST	END OF LANE	
1721		FITZROY	FITZROY ST	Lane 1720	
1722		FITZROY	Lane 1721	Lane 1723	
1723		FITZROY	Lane 1723	MOOR ST	
1724		FITZROY	JOHN ST	FITZROY ST	
1725		FITZROY	Lane 1724	END OF LANE	
1726		FITZROY	JOHN ST	FITZROY ST	
1727	Cremorne Place	FITZROY	MOOR ST	BELL ST	
1728		FITZROY	Lane 1727	END OF LANE	
1729		FITZROY	Lane 1727	END OF LANE	
1730		FITZROY	VICTORIA ST	END OF LANE	
1731		FITZROY	Lane 1732	Lane 1733	
1732		FITZROY	Lane 1731	MAHONEY ST	
1733		FITZROY	Lane 1731	MAHONEY ST	
1734		FITZROY	MAHONEY ST	FITZROY ST	
1735		FITZROY	MAHONEY ST	FITZROY ST	
1736		FITZROY	MAHONEY ST	FITZROY ST	
1737		FITZROY	FITZROY ST	Lane 1739	
1738		FITZROY	FITZROY ST	Lane 1740	
1739		FITZROY	BELL ST	GREEVES ST	
1740		FITZROY	GREEVES ST	END OF LANE	
1741		FITZROY	VICTORIA ST	END OF LANE	
1742		FITZROY	YOUNG ST	Lane 1743	
1743		FITZROY	GREEVES ST	Lane 1742	
1744		FITZROY	YOUNG ST	END OF LANE	
1745		FITZROY	GREEVES ST	EXHIBITION ST	
1746		FITZROY	GREEVES ST	EXHIBITION ST	
1747		FITZROY	GREEVES ST	EXHIBITION ST	
1748		FITZROY	GREEVES ST	ST DAVID ST	
1749		FITZROY	GREEVES ST	ST DAVID ST	
1750		FITZROY	Lane 1749	Lane 1751	
1751		FITZROY	ST DAVID ST	END OF LANE	
1752		FITZROY	GREEVES ST	ST DAVID ST	
1753		FITZROY	VICTORIA ST	GREEVES ST	
1754		FITZROY	Lane 1753	YOUNG ST	
1755		FITZROY	NAPIER ST	END OF LANE	
1756		FITZROY	CHAPEL ST	END OF LANE	
1757		FITZROY	CHAPEL ST	END OF LANE	
1758		FITZROY	NAPIER ST	Lane 1759	
1759		FITZROY	Lane 1758	END OF LANE	
1760		FITZROY	GREEVES ST	END OF LANE	
1761		FITZROY	GREEVES ST	END OF LANE	
1762		FITZROY	GREEVES ST	END OF LANE	
1763		FITZROY	GREEVES ST	END OF LANE	
1764		FITZROY	HIGHETT PL	END OF LANE	
1765		FITZROY	HIGHETT PL	Lane 1766	
1766		FITZROY	Lane 1765	END OF LANE	
1767		FITZROY	CHAPEL ST	END OF LANE	
1768		FITZROY	Lane 1769	END OF LANE	
1769		FITZROY	GORE ST	Lane 1768	
1770		FITZROY	GORE ST	END OF LANE	
1771		FITZROY	GORE ST	END OF LANE	
1772		FITZROY	Lane 1771	END OF LANE	
1773		FITZROY	Lane 1774	END OF LANE	
1774		FITZROY	Lane 1773	GORE ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
1775		FITZROY	Lane 1774	Lane 1776	
1776		FITZROY	Lane 1775	END OF LANE	
1777		FITZROY	JOHNSTON ST	END OF LANE	
1778		FITZROY	ELLIOTT ST	END OF LANE	
1779		FITZROY	ROCHESTER ST	END OF LANE	
1780		FITZROY	HERTFORD ST	END OF LANE	
1781		FITZROY	HERTFORD ST	Lane 1782	
1783		FITZROY	YOUNG ST	Lane 1784	
1784		FITZROY	JOHNSTON ST	VICTORIA ST	
1785		FITZROY	JOHNSTON ST	VICTORIA ST	
1787		FITZROY	Lane 1788	FITZROY ST	
1788		FITZROY	JOHNSTON ST	VICTORIA ST	
1789		FITZROY	JOHNSTON ST	END OF LANE	
1790		FITZROY	SPRING ST	Lane 1791	
1791		FITZROY	Lane 1790	END OF LANE	
1792	Harrison Place	FITZROY	SPRING ST	END OF LANE	
1793		FITZROY	Lane 1792	END OF LANE	
1796		FITZROY	ARGYLE ST	Lane 1797	
1797		FITZROY	Lane 1796	END OF LANE	
1798		FITZROY	FITZROY ST	END OF LANE	
1799		FITZROY	Lane 1798	END OF LANE	
1800		FITZROY	Lane 1801	END OF LANE	
1801		FITZROY	ARGYLE ST	Lane 1800	
1802		FITZROY	ARGYLE ST	END OF LANE	
1803		FITZROY	JOHNSTON ST	END OF LANE	
1804		FITZROY	ARGYLE ST	END OF LANE	
1805		FITZROY	ARGYLE ST	END OF LANE	
1806		FITZROY	ARGYLE ST	END OF LANE	
1807		FITZROY	GEORGE ST	END OF LANE	
1808		FITZROY	ARGYLE ST	END OF LANE	
1809		FITZROY	ARGYLE ST	END OF LANE	
1810		FITZROY	ARGYLE ST	JOHNSTON ST	
1811		FITZROY	GORE ST	Lane 1812	
1812		FITZROY	Lane 1811	END OF LANE	
1813		FITZROY	ARGYLE ST	END OF LANE	
1814		FITZROY	KERR ST	END OF LANE	
1815		FITZROY	Lane 1816	END OF LANE	
1816		FITZROY	KERR ST	ARGYLE ST	
1817		FITZROY	ARGYLE ST	END OF LANE	
1818		FITZROY	ARGYLE ST	KERR ST	
1819		FITZROY	ARGYLE ST	Lane 1820	
1820		FITZROY	Lane 1819	END OF LANE	
1821		FITZROY	SPRING ST	END OF LANE	
1822		FITZROY	Lane 1821	END OF LANE	
1823		FITZROY	SPRING ST	END OF LANE	
1824		FITZROY	KERR ST	Lane 1825	
1825		FITZROY	Lane 1824	END OF LANE	
1826		FITZROY	SPRING ST	END OF LANE	
1827		FITZROY	KERR ST	Lane 1828	
1828		FITZROY	Lane 1827	END OF LANE	
1829		FITZROY	FITZROY ST	END OF LANE	
1830		FITZROY	FITZROY ST	END OF LANE	
1831		FITZROY	KERR ST	Lane 1832	
1832		FITZROY	Lane 1831	END OF LANE	
1833		FITZROY	KERR ST	END OF LANE	
1834		FITZROY	ROSE ST	END OF LANE	
1835		FITZROY	Lane 1836	END OF LANE	
1836		FITZROY	ROSE ST	END OF LANE	
1837		FITZROY	YOUNG ST	END OF LANE	
1838		FITZROY	Lane 1837	Lane 1839	
1839		FITZROY	YOUNG ST	END OF LANE	
1840		FITZROY	Lane 1842	Lane 1841	
1841		FITZROY	Lane 1840	ROSE ST	
1842		FITZROY	ROSE ST	Lane 1840	

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1843		FITZROY	ROSE ST	END OF LANE	
1844		FITZROY	Lane 1845	END OF LANE	
1845		FITZROY	KERR ST	Lane 1844	
1846		FITZROY	Lane 1847	END OF LANE	
1847		FITZROY	GEORGE ST	END OF LANE	
1848		FITZROY	ROSE ST	LEICESTER ST	
1849		FITZROY	Lane 1848	Lane 1850	
1850		FITZROY	ROSE ST	LEICESTER ST	
1851		FITZROY	ROSE ST	LEICESTER ST	
1852		FITZROY	Lane 1853	Lane 1851	
1853		FITZROY	ROSE ST	LEICESTER ST	
1854		FITZROY	ROSE ST	LEICESTER ST	
1855		FITZROY	Lane 1854	Lane 1856	
1856		FITZROY	Lane 1856	END OF LANE	
1857		FITZROY	ROSE ST	LEICESTER ST	
1858		FITZROY	Lane 1857	END OF LANE	
1859		FITZROY	ROSE ST	END OF LANE	
1860		FITZROY	ROSE ST	LEICESTER ST	
1861		FITZROY	Lane 1860	Lane 1862	
1862		FITZROY	Lane 1861	END OF LANE	
1863		FITZROY	FITZROY ST	Lane 1865	
1864		FITZROY	ROSE ST	LEICESTER ST	
1865		FITZROY	Lane 1864	END OF LANE	
1866		FITZROY	LEICESTER ST	WESTGARTH ST	
1867		FITZROY	Lane 1869	END OF LANE	
1868		FITZROY	Lane 1869	END OF LANE	
1869		FITZROY	LEICESTER ST	WESTGARTH ST	
1870		FITZROY	LEICESTER ST	WESTGARTH ST	
1871		FITZROY	LEICESTER ST	WESTGARTH ST	
1872		FITZROY	Lane 1871	YOUNG ST	
1873		FITZROY	LEICESTER ST	WESTGARTH ST	
1874		FITZROY	LEICESTER ST	Lane 1875	
1875		FITZROY	Lane 1874	Lane 1873	
1876		FITZROY	LEICESTER ST	WESTGARTH ST	
1877		FITZROY	Lane 1876	Lane 1878	
1878		FITZROY	LEICESTER ST	WESTGARTH ST	
1879		FITZROY	LEICESTER ST	WESTGARTH ST	
1880		FITZROY	Lane 1879	Lane 1881	
1881		FITZROY	LEICESTER ST	WESTGARTH ST	
1882		FITZROY	LEICESTER ST	WESTGARTH ST	
1883		FITZROY	CECIL ST	WESTGARTH ST	
1884		FITZROY	Lane 1885	Lane 1883	
1885		FITZROY	CECIL ST	WESTGARTH ST	
1886		FITZROY	CECIL ST	WESTGARTH ST	
1887		FITZROY	Lane 1888	Lane 1886	
1888		FITZROY	CECIL ST	WESTGARTH ST	
1889		FITZROY	CECIL ST	WESTGARTH ST	
1890		FITZROY	Lane 1889	YOUNG ST	
1891		FITZROY	YOUNG ST	CECIL ST	
1892		FITZROY	YOUNG ST	CECIL ST	
1893		FITZROY	FITZROY ST	END OF LANE	
1894		FITZROY	YOUNG ST	CECIL ST	
1895		FITZROY	CECIL ST	ALEXANDRA PDE	
1896		FITZROY	Lane 1895	FITZROY ST	
1897		FITZROY	FITZROY ST	END OF LANE	
1898		FITZROY	ALEXANDRA PDE	CECIL ST	
1899		FITZROY	Lane 1898	END OF LANE	
1900		FITZROY	BRUNSWICK ST	END OF LANE	
1901		FITZROY	ALEXANDRA PDE	CECIL ST	
1902		FITZROY	Lane 1901	YOUNG ST	
1903		FITZROY	ALEXANDRA PDE	Lane 1904	
1904		FITZROY	Lane 1903	GEORGE ST	
1905		FITZROY	Lane 1904	END OF LANE	
1906		FITZROY	BRUNSWICK ST	Lane 1907	

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1907		FITZROY NORTH	Lane 1906	END OF LANE	
1908		FITZROY NORTH	Lane 1906	END OF LANE	
1909		FITZROY NORTH	YORK ST	END OF LANE	
1910		FITZROY NORTH	ALEXANDRA PDE	YORK ST	
1911		FITZROY NORTH	Lane 1910	END OF LANE	
1912		FITZROY NORTH	Lane 1911	CURTAIN PL	
1913		FITZROY NORTH	CURTAIN PL	YORK PL	
1914	York Place	FITZROY NORTH	ALEXANDRA PDE	YORK PL	
1915	Laura Place	FITZROY NORTH	ST GEORGES RD	END OF LANE	
1916		FITZROY NORTH	Lane 1915	END OF LANE	
1917		FITZROY NORTH	YORK ST	END OF LANE	
1918		FITZROY NORTH	Lane 1920	Lane 1919	
1919		FITZROY NORTH	Lane 1918	PERCY ST	
1920		FITZROY NORTH	Lane 1918	PERCY ST	
1921		FITZROY NORTH	NEWRY ST	END OF LANE	
1922		FITZROY NORTH	Lane END	Lane 1923	
1923		FITZROY NORTH	ST GEORGES RD	Lane 1922	
1924		FITZROY NORTH	NEWRY ST	PERCY ST	
1925		FITZROY NORTH	YORK ST	Lane 1926	
1926		FITZROY NORTH	RAE ST	Lane 1925	
1927		FITZROY NORTH	RAE ST	Lane 1928	
1928		FITZROY NORTH	Lane 1927	END OF LANE	
1929		FITZROY NORTH	Lane 1930	END OF LANE	
1930		FITZROY NORTH	RAE ST	Lane 1929	
1931		FITZROY NORTH	NEWRY ST	END OF LANE	
1932	Bainbridge Place	FITZROY NORTH	Lane 1933	END OF LANE	
1933	Bainbridge Pl	FITZROY NORTH	NEWRY ST	Lane 1932	
1934		FITZROY NORTH	Lane 1935	END OF LANE	
1935		FITZROY NORTH	COLEMAN ST	Lane 1934	
1936		FITZROY NORTH	COLEMAN ST	Lane 1937	
1937		FITZROY NORTH	Lane 1936	END OF LANE	
1938	GROOM LA	FITZROY	JAMIESON ST	END OF LANE	
1939		FITZROY	Lane 1938	END OF LANE	
1940		FITZROY NORTH	Lane 1941	END OF LANE	
1941	Browns Lane	FITZROY NORTH	JAMIESON ST	END OF LANE	
1942		FITZROY NORTH	McKEAN ST	END OF LANE	
1943		FITZROY NORTH	McKEAN ST	END OF LANE	
1944		FITZROY NORTH	Lane 1943	Lane 1945	
1945		FITZROY NORTH	Lane 1944	Lane 1946	
1946		FITZROY NORTH	Lane 1945	GRANT ST	
1947		FITZROY	McKEAN ST	Lane 1948	
1948		FITZROY	Lane 1947	END OF LANE	
1949		FITZROY NORTH	GRANT ST	END OF LANE	
1950		FITZROY NORTH	GRANT ST	END OF LANE	
1951		FITZROY NORTH	McKEAN ST	END OF LANE	
1952		FITZROY NORTH	Lane 1951	END OF LANE	
1953		FITZROY NORTH	McKEAN ST	Lane 1954	
1954		FITZROY NORTH	Lane 1953	END OF LANE	
1955		FITZROY NORTH	McKEAN ST	END OF LANE	
1956		FITZROY NORTH	McKEAN ST	END OF LANE	
1957		FITZROY NORTH	McKEAN ST	Lane 1958	
1958		FITZROY NORTH	Lane 1957	END OF LANE	
1959		FITZROY NORTH	McKEAN ST	Lane 1960	
1960		FITZROY NORTH	Lane 1959	END OF LANE	
1961		FITZROY NORTH	DELBRIDGE ST	Lane 1962	
1962		FITZROY NORTH	Lane 1961	Lane 1963	
1963		FITZROY NORTH	Lane 1962	Lane 1964	
1964		FITZROY NORTH	Lane 1963	END OF LANE	
1965		FITZROY NORTH	DELBRIDGE ST	END OF LANE	
1966		FITZROY NORTH	McKEAN ST	END OF LANE	
1967		FITZROY NORTH	Lane 1966	Lane 1969	
1968		FITZROY NORTH	MICHAEL ST	END OF LANE	
1969		FITZROY NORTH	Lane 1968	Lane 1970	
1970		FITZROY NORTH	Lane 1969	END OF LANE	

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1971		FITZROY NORTH	DELBRIDGE ST	Lane 1972	
1972		FITZROY NORTH	Lane 1971	END OF LANE	
1973		FITZROY NORTH	Lane 1975	Lane 1974	
1974		FITZROY NORTH	PARK PDE	Lane 1973	
1975		FITZROY NORTH	PARK PDE	Lane 1973	
1976		FITZROY NORTH	MICHAEL ST	Lane 1977	
1977		FITZROY NORTH	Lane 1976	END OF LANE	
1978		FITZROY NORTH	Lane 1979	END OF LANE	
1979		FITZROY NORTH	ROWE ST	Lane 1978	
1980		FITZROY NORTH	Lane 1981	END OF LANE	
1981		FITZROY NORTH	ROWE ST	Lane 1983	
1982		FITZROY NORTH	DELBRIDGE ST	Lane 1981	
1983		FITZROY NORTH	DELBRIDGE ST	Lane 1981	
1984		FITZROY NORTH	FALCONER ST	Lane 1985	
1985		FITZROY NORTH	Lane 1984	Lane 1986	
1986		FITZROY NORTH	Lane 1987	FALCONER ST	
1987		FITZROY NORTH	DELBRIDGE ST	Lane 1986	
1988		FITZROY NORTH	Lane 1989	END OF LANE	
1989		FITZROY	ROWE ST	Lane 1988	
1990		FITZROY NORTH	SALISBURY CRES	END OF LANE	
1991		FITZROY NORTH	McKEAN ST	END OF LANE	
1992	Tucker Pl	FITZROY NORTH	McKEAN ST	Lane 1993	
1993	Tucker Pl	FITZROY NORTH	Lane 1992	END OF LANE	
1994		FITZROY NORTH	Lane 1995	END OF LANE	
1995		FITZROY NORTH	McKEAN ST	Lane 1994	
1996		FITZROY NORTH	Lane 1997	END OF LANE	
1997		FITZROY NORTH	ALFRED CR	Lane 1996	
1998		FITZROY	Lane 1999	END OF LANE	
1999		FITZROY NORTH	ALFRED CR	Lane 1998	
2000		FITZROY	NAPIER ST	Lane 2002	
2001		FITZROY NORTH	Lane 2002	END OF LANE	
2002		FITZROY NORTH	FREEMAN ST	NEWRY ST	
2003		FITZROY NORTH	FREEMAN ST	END OF LANE	
2004		FITZROY NORTH	RAE ST	Lane 2005	
2005		FITZROY NORTH	Lane 2005	END OF LANE	
2006		FITZROY NORTH	FREEMAN ST	END OF LANE	
2007		FITZROY NORTH	FREEMAN ST	END OF LANE	
2008		FITZROY NORTH	NEWRY ST	END OF LANE	
2009		FITZROY NORTH	FREEMAN ST	Lane 2010	
2010		FITZROY NORTH	Lane 2009	Lane 2011	
2011		FITZROY NORTH	Lane 2010	END OF LANE	
2012		FITZROY NORTH	Lane 2010	Lane 2013	
2013		FITZROY NORTH	Lane 2012	Lane 2014	
2014		FITZROY NORTH	Lane 2013	Lane 2015	
2015		FITZROY NORTH	Lane 2014	ST GEORGES RD	
2016		FITZROY NORTH	ST GEORGES RD	Lane 2017	
2017		FITZROY NORTH	Lane 2016	END OF LANE	
2018		FITZROY NORTH	Lane 2016	Lane 2020	
2019		FITZROY NORTH	Lane 2018	END OF LANE	
2020		FITZROY NORTH	Lane 2018	NEWRY ST	
2021		FITZROY NORTH	FREEMAN ST	END OF LANE	
2022		FITZROY NORTH	FREEMAN ST	END OF LANE	
2023		FITZROY NORTH	FREEMAN ST	Lane 2025	
2024		FITZROY NORTH	Lane 2023	END OF LANE	
2025		FITZROY NORTH	Lane 2023	Lane 2026	
2026		FITZROY NORTH	Lane 2025	FREEMAN ST	
2027		FITZROY NORTH	ST GEORGES RD	Lane 2028	
2028		FITZROY NORTH	Lane 2027	Lane 2029	
2029		FITZROY NORTH	ST GEORGES RD	END OF LANE	
2030		FITZROY NORTH	FREEMAN ST	END OF LANE	
2031		FITZROY NORTH	RAE ST	END OF LANE	
2032		FITZROY NORTH	CHURCH ST	END OF LANE	
2033		FITZROY NORTH	CHURCH ST	END OF LANE	
2034		FITZROY NORTH	CHURCH ST	END OF LANE	

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2035		FITZROY NORTH	TEMPANY ST	END OF LANE	
2036		FITZROY NORTH	BROOKS CRES	END OF LANE	
2037		FITZROY NORTH	ST GEORGES RD	Lane 2038	
2038		FITZROY NORTH	Lane 2037	END OF LANE	
2039		FITZROY NORTH	ST GEORGES RD	Lane 2040	
2040		FITZROY NORTH	Lane 2039	WATKINS ST	
2041		FITZROY NORTH	WATKINS ST	END OF LANE	
2042		FITZROY NORTH	BROOKS CRES	END OF LANE	
2043		FITZROY NORTH	Lane 2042	RAE ST	
2044		FITZROY NORTH	Lane 2043	WATKINS ST	
2045		FITZROY NORTH	Lane 2043	ANNAND ST	
2046		FITZROY NORTH	RAE ST	Lane 2047	
2047		FITZROY NORTH	Lane 2046	Lane 2049	
2048		FITZROY	Lane 2049	END OF LANE	
2049		FITZROY NORTH	Lane 2047	Lane 2052	
2050		FITZROY	Lane 2051	END OF LANE	
2051		FITZROY NORTH	BRUNSWICK ST	Lane 2052	
2052	Hopetoun Place	FITZROY NORTH	REID ST	Lane 2049	
2053		FITZROY NORTH	REID ST	Lane 2054	
2054		FITZROY NORTH	Lane 2053	Lane 2055	
2055		FITZROY NORTH	Lane 2054	Lane 0	
2056		FITZROY NORTH	Lane 2057	END OF LANE	
2057		FITZROY NORTH	NICHOLSON ST	Lane 2056	
2058		FITZROY NORTH	REID ST	END OF LANE	
2059		FITZROY NORTH	Lane 2060	END OF LANE	
2060		FITZROY NORTH	NICHOLSON ST	END OF LANE	
2061		FITZROY NORTH	SCOTCHMER ST	Lane 2063	
2062		FITZROY	Lane 2063	END OF LANE	
2063		FITZROY NORTH	Lane 2061	BATMAN ST	
2064		FITZROY NORTH	Lane 2063	ALFRED ST	
2065		FITZROY NORTH	ALFRED ST	Lane 2066	
2066		FITZROY NORTH	Lane 2065	END OF LANE	
2067		FITZROY	REID ST	END OF LANE	
2068		FITZROY NORTH	Lane 2069	END OF LANE	
2069		FITZROY NORTH	ALFRED ST	Lane 2068	
2070		FITZROY NORTH	BATMAN ST	Lane 2071	
2071		FITZROY NORTH	Lane 2070	ALFRED ST	
2072		FITZROY	Lane 2071	RAE ST	
2073		FITZROY NORTH	Lane 2074	END OF LANE	
2074		FITZROY NORTH	RAE ST	SEACOMBE ST	
2075		FITZROY NORTH	Lane 2074	Lane 2076	
2076		FITZROY	REID ST	SEACOMBE ST	
2077		FITZROY NORTH	Lane 2076	Lane 2078	
2078		FITZROY NORTH	RAE ST	SEACOMBE ST	
2079		FITZROY NORTH	SEACOMBE ST	BRUNSWICK ST	
2080		FITZROY	Lane 2081	END OF LANE	
2081		FITZROY NORTH	Lane 2080	Lane 2082	
2082		FITZROY NORTH	SCOTCHMER ST	TRANMERE ST	
2083		FITZROY NORTH	Lane 2082	EGREMONT ST	
2084		FITZROY NORTH	Lane 2085	END OF LANE	
2085		FITZROY NORTH	TRANMERE ST	Lane 2086	
2086		FITZROY NORTH	EGREMONT ST	Lane 2087	
2087		FITZROY NORTH	Lane 2086	SCOTCHMER ST	
2088		FITZROY NORTH	Lane 2087	END OF LANE	
2088.1		FITZROY NORTH	TRANMERE ST	Lane 2088.3	
2088.2		FITZROY NORTH	TRANMERE ST	Lane 2088.3	
2088.3		FITZROY NORTH	Lane 2088.1	Lane 2088.2	
2088.4		FITZROY NORTH	Lane 2088.3	REID ST	
2088.5		FITZROY NORTH	ST GEORGES RD	BEST ST	
2089	AUSTIN WAY	FITZROY	BEST ST	Lane 2090	
2090	AUSTIN WAY	FITZROY NORTH	Lane 2089	Lane 2091	
2091	AUSTIN WAY	FITZROY NORTH	Lane 2090	FERGIE ST	
2092		FITZROY NORTH	FERGIE ST	END OF LANE	
2093		FITZROY NORTH	FERGIE ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
2094		FITZROY NORTH	Lane 2093	ALFRED CR	
2095		FITZROY NORTH	Lane 2096	FALCONER ST	
2095.1		FITZROY NORTH	MARK ST	END OF LANE	
2096		FITZROY NORTH	MARK ST	WOODHEAD ST	
2097		FITZROY NORTH	WOODHEAD ST	END OF LANE	
2098		FITZROY NORTH	Lane 2099	END OF LANE	
2099		FITZROY NORTH	FALCONER ST	Lane 2100	
2100		FITZROY NORTH	WOODHEAD ST	Lane 2099	
2101		FITZROY NORTH	SCOTCHMER ST	Lane 2102	
2102		FITZROY NORTH	Lane 2101	END OF LANE	
2103		FITZROY NORTH	SCOTCHMER ST	Lane 2104	
2104		FITZROY NORTH	Lane 2103	Lane 2105	
2105		FITZROY NORTH	Lane 2104	END OF LANE	
2106		FITZROY NORTH	Lane 2107	Lane 2108	
2107		FITZROY NORTH	LIVERPOOL ST	Lane 2106	
2108		FITZROY NORTH	LIVERPOOL ST	Lane 2108	
2109		FITZROY NORTH	LIVERPOOL ST	Lane 2110	
2110		FITZROY NORTH	RAE ST	END OF LANE	
2111		FITZROY NORTH	RAE ST	MOSS ST	
2112		FITZROY NORTH	MOSS ST	END OF LANE	
2113		FITZROY NORTH	BRUNSWICK ST	END OF LANE	
2114		FITZROY NORTH	MOSS ST	END OF LANE	
2115		FITZROY NORTH	MOSS ST	END OF LANE	
2116		FITZROY NORTH	BRUNSWICK ST	BIRKENHEAD ST	
2117		FITZROY NORTH	Lane 2116	Lane 2118	
2118		FITZROY NORTH	BIRKENHEAD ST	END OF LANE	
2119		FITZROY NORTH	BIRKENHEAD ST	BEST ST	
2120		FITZROY NORTH	Lane 2119	Lane 2122	
2121		FITZROY NORTH	Lane 2122	Lane 2120	
2122		FITZROY NORTH	BIRKENHEAD ST	END OF LANE	
2123		FITZROY	BEST ST	END OF LANE	
2124		FITZROY NORTH	Lane 2124.1	Lane 2141	
2124.1		FITZROY NORTH	APPERLY ST	IVAN ST	
2125		FITZROY NORTH	FERGIE ST	END OF LANE	
2126		FITZROY NORTH	TAIT ST	Lane 2127	
2127		FITZROY NORTH	Lane 2126	END OF LANE	
2128		FITZROY NORTH	Lane 2127	Lane 2129	
2129		FITZROY NORTH	Lane 2128	ST GEORGES RD	
2130	CIRCLE PLACE	FITZROY NORTH	ST GEORGES RD	Lane 2134	
2131		FITZROY NORTH	Lane 2131	END OF LANE	
2132		FITZROY NORTH	Lane 2131	Lane 2133	
2133		FITZROY NORTH	Lane 2134	PARK ST	
2134		FITZROY NORTH	Lane 2135	Lane 2123	
2135		FITZROY NORTH	Lane 2134	Lane 2136	
2136		FITZROY NORTH	Lane 2135	END OF LANE	
2137		FITZROY	PARK ST	IVAN ST	
2138		FITZROY	Lane 2137	Lane 2141	
2139		FITZROY	Lane 2138	Lane 2140	
2140		FITZROY	Lane 2139	END OF LANE	
2141		FITZROY NORTH	IVAN ST	EASTHAM ST	
2142		FITZROY NORTH	Lane 2143	Lane 2141	
2143		FITZROY NORTH	IVAN ST	END OF LANE	
2144		FITZROY	TAIT ST	END OF LANE	
2145		FITZROY	Lane 2146	END OF LANE	
2146		FITZROY	SCOTCHMER ST	Lane 2145	
2147		FITZROY NORTH	PARK ST	SCOTCHMER ST	
2148		FITZROY NORTH	KNEEN ST	Lane 2147	
2149		FITZROY NORTH	Lane 2150	Lane 2147	
2150		FITZROY NORTH	Lane 2149	END OF LANE	
2151		FITZROY	Lane 2147	END OF LANE	
2152		FITZROY NORTH	Lane 2153	END OF LANE	
2153		FITZROY NORTH	Lane 2152	Lane 2147	
2154		FITZROY NORTH	Lane 2147	END OF LANE	
2155		FITZROY NORTH	Lane 2147	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
2156		FITZROY NORTH	KNEEN ST	END OF LANE	
2157		FITZROY NORTH	RUSHALL CRES	Lane 2160	
2158		FITZROY NORTH	Lane 2160	END OF LANE	
2159		FITZROY NORTH	Lane 2160	END OF LANE	
2160		FITZROY NORTH	Lane 2157	FALCONER ST	
2161		FITZROY NORTH	FALCONER ST	WOODSIDE ST	
2162		FITZROY NORTH	Lane 2161	Lane 2163.1	
2163		FITZROY NORTH	Lane 2163.1	FALCONER ST	
2163.1		FITZROY NORTH	Lane 2163	Lane 2168.1	
2164		FITZROY NORTH	FALCONER ST	END OF LANE	
2165		FITZROY NORTH	Lane 2167	ROWE ST	
2166		FITZROY NORTH	Lane 2167	WOODSIDE ST	
2167		FITZROY NORTH	MICHAEL ST	Lane 2168	
2168		FITZROY NORTH	WOODSIDE ST	Lane 2167	
2168.1		FITZROY NORTH	FALCONER ST	WOODSIDE ST	
2169		FITZROY NORTH	ROWE ST	Lane 2170	
2170		FITZROY NORTH	Lane 2169	McKEAN ST	
2171		FITZROY NORTH	Lane 2170	END OF LANE	
2172		FITZROY NORTH	Lane 2169	Lane 2173	
2173		FITZROY NORTH	Lane 2172	Lane 2174	
2174		FITZROY NORTH	Lane 2173	END OF LANE	
2175		FITZROY NORTH	Lane 2174	McKEAN ST	
2176		FITZROY NORTH	RUSHALL CRES	END OF LANE	
2177		FITZROY NORTH	Lane 2176	Lane 2179	
2178		FITZROY NORTH	Lane 2177	END OF LANE	
2179		FITZROY NORTH	Lane 2177	END OF LANE	
2180		FITZROY NORTH	MICHAEL ST	END OF LANE	
2181		FITZROY	HOWE ST	Lane 2182	
2182		FITZROY NORTH	Lane 2181	END OF LANE	
2183		FITZROY NORTH	HOWE ST	END OF LANE	
2184		FITZROY NORTH	Lane 2183	END OF LANE	
2184.1		FITZROY	Lane 2184	END OF LANE	
2185		FITZROY NORTH	Lane 2183	Lane 2186	
2186		FITZROY NORTH	Lane 2185	Lane 2187	
2187		FITZROY NORTH	Lane 2186	QUEENS PDE	
2188		FITZROY NORTH	McKEAN ST	END OF LANE	
2189		FITZROY NORTH	RUSHALL CRES	END OF LANE	
2190		FITZROY NORTH	RUSHALL CRES	Lane 2191	
2191		FITZROY NORTH	Lane 2190	McKEAN ST	
2192		FITZROY NORTH	McKEAN ST	END OF LANE	
2193		FITZROY NORTH	Lane 2194	END OF LANE	
2194		FITZROY NORTH	Lane 2193	BRENNAND ST	
2195		FITZROY NORTH	NICHOLSON ST	RAE ST	
2196		FITZROY NORTH	BRUNSWICK ST	END OF LANE	
2197		FITZROY NORTH	HOLDEN ST	RAILWAY PL	
2198		FITZROY NORTH	Lane 2197	ST GEORGES RD	
2199	McKILLOP LANE	FITZROY NORTH	BENNETT ST	END OF LANE	
2200		FITZROY NORTH	HOLDEN ST	Lane 2199	
2201		FITZROY NORTH	HOLDEN ST	END OF LANE	
2202		FITZROY NORTH	HOLDEN ST	END OF LANE	
2203		FITZROY NORTH	Lane 2204	END OF LANE	
2204		FITZROY NORTH	BARKLY ST	Lane 2203	
2205		FITZROY NORTH	BARKLY ST	Lane 2206	
2206		FITZROY NORTH	Lane 2205	END OF LANE	
2207		FITZROY	Lane 2208	Lane 3025	
2208		FITZROY NORTH	BARKLY ST	Lane 2207	
2209		FITZROY NORTH	HOLDEN ST	Lane 2210	
2210		FITZROY NORTH	Lane 2209	Lane 2211	
2211		FITZROY NORTH	Lane 2210	ST GEORGES RD	
2212		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2213		FITZROY NORTH	PILKINGTON ST	END OF LANE	
2214		FITZROY NORTH	RAE ST	DEAN ST	
2215		FITZROY NORTH	BARKLY ST	Lane 2214	
2216		FITZROY NORTH	BARKLY ST	HOLDEN ST	

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Lane Number	Lane Name	Suburb	From	To	Comments
2217		FITZROY NORTH	Lane 2218	Lane 2216	
2218		FITZROY NORTH	BARKLY ST	HOLDEN ST	
2219		FITZROY NORTH	BARKLY ST	Lane 2220	
2220		FITZROY NORTH	Lane 2219	Lane 2221	
2221		FITZROY NORTH	BARKLY ST	CLAUSCEN ST	
2222		FITZROY NORTH	RAE ST	MELVILLE ST	
2223		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2224		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2225		FITZROY NORTH	BARKLY ST	Lane 2222	
2226		FITZROY NORTH	BARKLY ST	Lane 2222	
2227		FITZROY NORTH	CLAUSCEN ST	Lane 2222	
2228		FITZROY NORTH	BARKLY ST	Lane 2230	
2229		FITZROY NORTH	CLAUSCEN ST	Lane 2230	
2230		FITZROY NORTH	MELVILLE ST	Lane 2231	
2231		FITZROY NORTH	BARKLY ST	Lane 2232	
2232		FITZROY NORTH	Lane 2231	Lane 2233	
2233		FITZROY NORTH	Lane 2232	CLAUSCEN ST	
2234		FITZROY NORTH	BARKLY ST	Lane 2235	
2235		FITZROY NORTH	Lane 2234	BUNDARA ST	
2236		FITZROY NORTH	CLAUSCEN ST	MILLER ST	
2237		FITZROY NORTH	Lane 2236	END OF LANE	
2238		FITZROY NORTH	CLAUSCEN ST	Lane 2237	
2239		FITZROY NORTH	CLAUSCEN ST	Lane 2237	
2240		FITZROY NORTH	MILLER ST	Lane 2237	
2241		FITZROY NORTH	MILLER ST	Lane 2242	
2242		FITZROY NORTH	Lane 2241	Lane 2245	
2243		FITZROY	CLAUSCEN ST	Lane 2242	
2244		FITZROY NORTH	MILLER ST	Lane 2242	
2245		FITZROY NORTH	CLAUSCEN ST	Lane 2242	
2246		FITZROY NORTH	CLAUSCEN ST	Lane 2247	
2247		FITZROY NORTH	Lane 2246	TAYLOR ST	
2248		FITZROY NORTH	TAYLOR ST	END OF LANE	DISCONTINUED
2249		FITZROY NORTH	WHITE ST	END OF LANE	
2250		FITZROY NORTH	MILLER ST	END OF LANE	
2251		FITZROY NORTH	KING ST	END OF LANE	
2252		FITZROY NORTH	MILLER ST	Lane 2255	
2253		FITZROY NORTH	Lane 2255	MAY ST	
2254		FITZROY NORTH	MAY ST	Lane 2255	
2255		FITZROY NORTH	IDA ST	END OF LANE	
2300		ALPHINGTON	ARTHUR ST	END OF LANE	
2301		ALPHINGTON	AUSTIN ST	END OF LANE	
2302		ALPHINGTON	LUGTON ST	END OF LANE	
2303		ALPHINGTON	PARK AVE	END OF LANE	
2304		ALPHINGTON	PARK AVE	END OF LANE	
2305		ALPHINGTON	PARK AVE	END OF LANE	
2307		ALPHINGTON	YARRALEA ST	VIEW ST	
2308		ALPHINGTON	LUCERNE CRES	PHILLIPS ST	
2309		ALPHINGTON	LUCERNE CRES	END OF LANE	
2310		ALPHINGTON	ST BERNARDS ROAD	Lane 2311	
2311		ALPHINGTON	Lane 2310	END OF LANE	
2312		ALPHINGTON	ST GOTHARDS ROAD	END OF LANE	
2350		RICHMOND	HOLLICK ST	END OF LANE	
2351		RICHMOND	HOLLICK ST	COLE ST	
2352		RICHMOND	COLE ST	KENNEDY ST	
2353		RICHMOND	Lane 2352	END OF LANE	
2354		RICHMOND	LEIGH PL	END OF LANE	
2355		RICHMOND	NAPIER LANE	SHERWOOD ST	
2356		RICHMOND	SHERWOOD ST	END OF LANE	
2357		RICHMOND	Lane 2356	END OF LANE	
2358		RICHMOND	Lane 2376	END OF LANE	
2359		RICHMOND	Lane 789	END OF LANE	
2360		RICHMOND	WAVERLEY ST	Lane 847	
2361		RICHMOND	Lane 910	Lane 911	
2362		RICHMOND	CORSAIR ST	END OF LANE	

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Lane Number	Lane Name	Suburb	From	To	Comments
2363		RICHMOND	BOYD ST	END OF LANE	
2364		RICHMOND	CORSAIR ST	END OF LANE	
2365		RICHMOND	Lane 994	END OF LANE	
2366		RICHMOND	GLASSHOUSE ST	END OF LANE	
2367		RICHMOND	GLASSHOUSE ST	END OF LANE	
2368		RICHMOND	MANTON ST	END OF LANE	
2369	HOFERT LANE	RICHMOND	TYPE ST	END OF LANE	
2371		RICHMOND	BENDIGO ST	Lane 2372	
2372		RICHMOND	Lane 2371	END OF LANE	
2373		RICHMOND	JAGO ST	END OF LANE	
2374		RICHMOND	MANTON ST	Lane 2375	
2376		RICHMOND	ROTHERWOOD ST	VERITY ST	
2377		RICHMOND	EGAN ST	Lane 587	
2378		RICHMOND	Lane 587	JIKA PL	
2379		RICHMOND	JIKA PL	FREEMAN ST	
2380	SELBY ROW	RICHMOND	BRIGHTON ST	END OF LANE	
2502	ARGYLE PL	FITZROY	ARGYLE ST	YOUNG ST	
3000	RAILWAY LA	FITZROY NORTH	PARK ST	LIVERPOOL ST	
3001	Boston Place	FITZROY NORTH	CHURCH ST	CHURCH ST	
3002		COLLINGWOOD	PEEL ST	END OF LANE	
3005		RICHMOND	NEWRY ST	Lane 3006	
3006		RICHMOND	Lane 3005	CANTERBURY ST	
3007		RICHMOND	CANTERBURY ST	END OF STREET	
3008		RICHMOND	Lane 3007	END OF STREET	
3009		RICHMOND	Lane 3007	END OF STREET	
3012	SKENE PL	FITZROY NORTH	RAE ST	END OF LANE	
3013	Kipling Mews	CREMORNE	KIPLING ST	END OF LANE	
3014	SPENCER PLACE	RICHMOND	ABINGER ST	Lane 852	
3015		ABBOTSFORD	GIPPS ST	END OF STREET	
3016		FITZROY	ST DAVID ST	END OF STREET	
3017		BURNLEY	Lane 1187	END OF STREET	
3018		FITZROY	LITTLE VICTORIA ST	Lane 3019	
3019		FITZROY	Lane 3018	END OF STREET	
3020	Johnstone Place	FITZROY	JOHNSTON ST	END OF STREET	Added Jul 2011
3021		RICHMOND	ROWENA PDE	Lane 3022	Added Jul 2011
3022		RICHMOND	Lane 3021	END OF STREET	Added Jul 2011
3023		RICHMOND	Lane 3021	END OF STREET	Added Jul 2011
3024		COLLINGWOOD	LANGRIDGE ST	END OF STREET	Added Jul 2011
3025		FITZROY NORTH	Lane 2207	END OF LANE	Added Jun 2012
3026		RICHMOND	Lane 3022	END OF STREET	Added Jun 2012
3027		RICHMOND	BOYD ST	END OF STREET	Added Jun 2012
3028		CLIFTON HILL	YAMBLA ST	Lane 107.5	Added Sep 2012
3029		CLIFTON HILL	Lane 3030	END OF LANE	Added Sep 2012
3030		CLIFTON HILL	RAMSDEN ST	END OF LANE	Added Sep 2012
3031		CLIFTON HILL	Lane 3032	END OF LANE	Added Sep 2012
3032		CLIFTON HILL	ROSENEATH ST	END OF LANE	Added Sep 2012
3033		RICHMOND	SHERWOOD ST	END OF LANE	Added Feb 2013
3034		RICHMOND	Lane 3033	END OF LANE	Added Feb 2013
3035		RICHMOND	BUTLER ST	END OF LANE	Added Feb 2013
3036	Milton Place	CREMORNE	SHAKESPEARE PL	END OF LANE	Added Feb 2013
3037	Milton Place	CREMORNE	Lane 3036	END OF LANE	Added Feb 2013
3038	Milton Place	RICHMOND	Lane 3037	END OF LANE	Added Feb 2013
3039		CREMORNE	WELLINGTON ST	END OF LANE	Added Feb 2013
3040	Bakehouse Pl	RICHMOND	YORK ST	END OF LANE	Added Feb 2013
3041		FITZROY	Lane 1870	END OF LANE	Added Mar 2013
3042		RICHMOND	COPPIN ST	Lane 1173	Added Jul 2013
3043		FITZROY NORTH	PARK ST	ST GEORGES RD	Added Jul 2013
3044		CREMORNE	FITZGIBBON ST	END OF LANE	DISCONTINUED
3045		FITZROY	YOUNG ST	END OF LANE	Added Oct 2013
3046		FITZROY	YOUNG ST	KENT ST	Added Oct 2013
3047		FITZROY NORTH	FREEMAN ST	END OF LANE	Added Nov 2013
3048		FITZROY	KERR ST	Lane 2502	Added Nov 2013
3049		FITZROY	GORE ST	END OF LANE	Added Nov 2013
3050		FITZROY NORTH	EGREMONT ST	Lane 2085	Added Dec 2013

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Lane Number	Lane Name	Suburb	From	To	Comments
3051		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3052		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3053		FITZROY NORTH	CHURCH ST	Lane 3054	Added Dec 2013
3054		FITZROY NORTH	Lane 3001	END OF LANE	Added Dec 2013
3055		FITZROY	NAPIER ST	Lane 1747	Added Dec 2013
3056		FITZROY NORTH	EASTHAM ST	APPERLY ST	Added Feb 2014
3057		FITZROY NORTH	TAIT ST	Lane 2141	Added Feb 2014
3058		RICHMOND	CHURCH ST	END OF LANE	Added May 2014
3059		FITZROY	FISHERS LANE	END OF LANE	Added May 2014
3060		COLLINGWOOD	KEELE ST	LITTLE ABBOT ST	Added May 2014
3061		RICHMOND	CROWN ST	Lane 714	Added May 2014
3062		NORTH CARLTON	EARL ST	Lane 1486	Added May 2014
3063		NORTH CARLTON	Lane 1437	END OF LANE	Added May 2014
3064		RICHMOND	BURNLEY ST	END OF LANE	Added Jul 2014
3065	Deakin Way	RICHMOND	BARNET WAY	BENDIGO ST	Added 5/3/2015
3066		COLLINGWOOD	LITTLE OXFORD ST	END OF LANE	Added 12/3/2015
3067		FITZROY NORTH	REID ST	END OF LANE	Added 1/6/2015
3068		FITZROY NORTH	Lane 2216	END OF LANE	Added 1/6/2015
3069		FITZROY NORTH	RAE ST	SEACOMBE ST	Added 1/6/2015
3070		CLIFTON HILL	ROSENEATH ST	Lane 3031	Added 1/6/2015
3071		ABBOTSFORD	FEDERATION LA	END OF LANE	Added 1/6/2015
3072		FITZROY NORTH	Lane 2176	END OF LANE	Added 1/6/2015
3073		FITZROY NORTH	ROWE ST	Lane 3074	Added 1/6/2015
3074		FITZROY NORTH	Lane 3073	PARK PL	Added 1/6/2015
3075		FITZROY	LITTLE NAPIER ST	END OF LANE	Added 10/8/2015
3076		NORTH CARLTON	Lane 1423	END OF LANE	Added 2/12/2016
3077		NORTH CARLTON	AMESS ST	END OF LANE	Added 22/5/2017
3078		FITZROY	LEICESTER ST	ROSE ST	Added 26/6/2017
3079		FITZROY	KERR ST	Lane 1823	Added 26/6/2017
3080		CLIFTON HILL	HODGKINSON ST	END OF LANE	Added 25/7/2017
3081		BURNLEY	BURNLEY ST	END OF LANE	Added 19/9/2017
3082		FITZROY	BELL ST	END OF LANE	Added 9/3/2018
3083		FITZROY	Lane 1602	END OF LANE	Added 9/3/2018

Attachment 4 - Attachment 4 Assessment of retaining or removing the 'public road' status of obstructed 'roads'

ATTACHMENT 4

KEY ADVANTAGES AND DISADVANTAGES OF RETAINING OBSTRUCTED ROADS AS PUBLIC ROADS

ADVANTAGES	DISADVANTAGES
No change to service provision or existing rights based on historical commitments to manage as 'public roads' – noting most roads have been on the Register prior to 2011	Council may not be able to maintain or repair existing laneways and passageways
No impact on potential historical agreements between Council and landowners and wider community	Council potentially liable should there be injury, loss or damage on an obstructed laneway or passageway
Protection of public assets based on Council's current understanding of 'road' status – assists Council's enforcement processes to provide public access and protect adjacent private assets, noting divided public opinion over access and public use of assets	
Retaining obstructed laneways and passageways until contested ownership is resolved seen as measure to deter future obstruction of land	
No changes to resourcing or processes to management road infrastructure	

KEY ADVANTAGES AND DISADVANTAGES OF REMOVING PUBLIC ROAD STATUS OF OBSTRUCTED ROADS

ADVANTAGES	DISADVANTAGES
Council's level of liability is likely to be reduced if there is an injury, loss or damage on an obstructed laneway or passageway	Removal of 'public road' status may encourage obstruction of 'roads' and may limit Council's ability to protect public assets and enforce public access and protection of private assets, noting divided public opinion over access and public use of assets
	This would represent a change in Council's existing service provision and may impact on historical arrangements between Council, landowners and the community

8.7 Conclusion of Mayoral and Councillor Allowance Review

Reference	D21/30586
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Group Manager Chief Executive's Office

Purpose

1. To determine the Mayoral and Councillor allowances for the 2020-2024 Council term, until such time as the new provisions of the Local Government Act 2020 take effect.

Critical analysis

History and background

2. The Local Government Act 2020 provides that the annual allowance for the Mayor, Deputy Mayor and Councillors will be required to be set in accordance with a determination of the Victorian Independent Remuneration Tribunal under the Victorian Independent Remuneration Tribunal and Improving Parliamentary Standards Act 2019.
3. At the time of writing this report, the Minister has not yet made the necessary request of the Tribunal and Councils are advised to continue to plan to conduct a review of allowances under section 74(1) of the Local Government Act 1989. Following a request from the Minister, the tribunal has a period of six months within which it can make a determination.
4. The Local Government Act 1989 requires that the Council must, within the period of six months after a general election, review and determine the level of the Mayoral allowance and Councillor allowance. Further, section 74(4) requires that prior to finally resolving on the matter, Council must include public consultation in the review process and consider any submissions received under the provisions of section 223.
5. On 1 December 2020, Council commenced this process and considered a report to determine the Mayoral and Councillor allowances for the 2020/2021 Council year within the following permissible ranges:

	Base allowance	**Superannuation equivalent**	**Total**
Lowest permissible Mayoral allowance	$ 0.00	$ 0.00	$ 0.00
Highest permissible Mayoral Allowance	$ 81,204.00	$ 7,714.38	$ 88,918.38
Lowest permissible Councillor allowance	$ 10,914.00	$ 1,036.83	$ 11,950.83
Highest permissible Councillor allowance	$ 26,245.00	$ 2,493.28	$ 28,738.28

6. At that meeting, Council determined to continue the long-standing practice of setting the allowances at the maximum amount permissible.
7. In establishing this practice, Council had regard to the Local Government (Councillor Remuneration Review) Panel report prepared for the then Victorian Department of Planning and Community Development into the roles and responsibilities of Councillors. That report recommended that allowance classifications be set to enable Councils to appropriately reflect the extent of responsibility of the Council concerned and importantly, to not constitute a barrier to candidates nominating for election.
8. Council noted the extensive time commitment required of Yarra City Councillors to attend formal and informal meetings throughout the year, in addition to their general commitment to serve their constituents.
9. Council then resolved on 1 December 2020:

1. That Council:

(a) give public notice of its intent to set:

(i) the Mayoral allowance at $88,918.38; and

(ii) the Councillor allowance at $28,738.28; and

(b) hear and consider any submissions received at a Council Meeting scheduled at least 28 days after the public notice of such proposal.

Discussion

10. Following that resolution, Council gave public notice of its intention to set the Mayoral and Councillor Allowances at $88,918.38 and $28,738.28 respectively and invited submissions under section 223 of the Local Government Act 1989.

11. No submissions were received, and Council is now in a position to make a determination in relation to Mayoral and Councillor Allowances.

Options

12. Council must make a determination on allowances at this meeting. By alternate resolution, Council may determine to establish a Mayoral or Councillor allowance at a lower level, provided it is within the range set out in the table above. By setting this amount at a percentage of the maximum, rather than an absolute figure, adjustments may still be made in accordance with declarations made by the Minister for Local Government and any changes by the Commonwealth to the Superannuation Guarantee.

13. This would be achieved by inserting the relevant percentage into the following motion:

(1) That Council set the Mayoral and Councillor allowances at the following levels:

(a) a Mayoral allowance of ___% of the maximum; and

(b) a Councillor allowance of ___% of the maximum.

Community and stakeholder engagement

14. Section 74(4) of the Local Government Act 1989 provides that any person has a right to make a submission in relation to the setting of Mayoral and Council Allowances, in accordance with provisions set out in section 223 of the Act.

15. Following Council's 1 December 2020 resolution, a public notice of Council's intent regarding Mayoral and Councillor Allowances was published and a period of at least 28 days was provided for response.

16. There were no submissions made to Council.

Policy analysis

Alignment to Council Plan

17. As part of the commitment to 'A Leading Yarra', the City of Yarra Council Plan 2017-2021 contains the following strategies:

(a) "Ensure Council's assets and financial resources are managed responsibly to deliver financial sustainability"; and

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

18. Transparently setting Mayoral and Councillor allowances at a public Council meeting and allowing members of the public to make submissions in relation to the determined amounts before a final decision is made reflects these commitments.

Climate emergency and sustainability implications

19. There were no climate emergency or sustainability implications identified in the development of this report.

Community and social implications

20. There were no community or social implications identified in the development of this report.

Economic development implications

21. There were no economic development implications identified in the development of this report.

Human rights and gender equality implications

22. There were no human rights implications identified in the development of this report.

23. The Australian Local Government Women's Association has identified the setting of low allowances as presenting a significant barrier to the participation of women in local Councils. They advocate for the setting of allowances at a level that appropriately reflects the contemporary nature of the role, including issues such as demands on time, effect on work and the impact on family life.

Operational analysis

Financial and resource impacts

24. Allowance for the continuation of Mayoral and Councillor allowances at the current level has been provided for in Council's operational budget.

25. By resolving that allowances be set at the maximum level, allowances may be adjusted in accordance with declarations made by the Minister for Local Government and any changes by the Commonwealth to the Superannuation Guarantee.

Legal Implications

26. The finalisation of this review will satisfy Council's obligations under section 74(1) of the Local Government Act 1989 to undertake a review of Mayoral and Councillor Allowances by 24 April 2021.

Conclusion

27. This report recommends that Council determine in accordance with its statement of intention to set the Mayoral and Councillor allowances at the maximum permissible level.

RECOMMENDATION

1. That Council set the Mayoral and Councillor allowances at the maximum permissible level, which, at the date of this meeting, is:

   (a) a Mayoral allowance of $88,918.38; and

   (b) a Councillor allowance of $28,738.28.

Attachments

There are no attachments for this report.