



# Agenda

## Council Meeting

7.00pm, Tuesday 18 May 2021

Richmond Town Hall

## 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 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

#### Leave of absence

•	Cr Anab Mohamud	Councillor
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## 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

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 66(2)(a) of the Local Government Act 2020. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

### RECOMMENDATION

1. That the meeting be closed to members of the public, in accordance with section 66(2)(a) of the Local Government Act 2020, to allow consideration of confidential information

### Item

#### 5.1 Fitzroy North Primary School

This item is presented for consideration in closed session because it contains council business information, being information provided that would prejudice the Council's position in commercial negotiations if prematurely released.

This item is considered applicable because it is the subject of commercial negotiations between Council and the Minister for Education.



## **6. Confirmation of minutes**

### **RECOMMENDATION**

That the minutes of the Council Meeting held on Tuesday 4 May 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	Collingwood South DDO23 - Permanent Provisions	10	26	Fiona van der Hoeven – Practice Leader, Strategic Planning
8.2	Gleadell Street Market	335	342	Stewart Martin – Manager Compliance and Parking Services
8.3	March 2021 Finance Report	357	359	Wei Chen - Chief Financial Officer
8.4	2020/21 Annual Plan Progress Report - March	374	378	Julie Wyndham - Manager Corporate Planning and Performance
8.5	Edinburgh Gardens Working Group	414	416	Ivan Gilbert - Group Manager - Chief Executive's Office
8.6	Councillor attendance at the ALGA National General Assembly and change to Council meeting date	422	424	Rhys Thomas - Senior Governance Advisor
8.7	Inner Melbourne Action Plan (IMAP) Implementation Committee	425	428	Justin Kann – Senior Advisor Strategic Advocacy

## 9. Notices of motion

Item		Page	Rec. Page	Report Presenter
9.1	Notice of Motion No. 3 of 2021 - E-Scooter Trials	429	429	Herschel Landes – Councillor



## **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.

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## 8.1 Collingwood South DDO23 - Permanent Provisions

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### Executive Summary

#### Purpose

The purpose of the report is for Council to consider whether to:

- (a) proceed to introduce permanent Design and Development Overlay 23 Collingwood South (Mixed-Use) Precinct (DDO23); updates in Clause 21.11 Reference Documents; and delete Design and Development Overlay Main Roads and Boulevards (DDO2) where it would be covered by a permanent DDO23;
- (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;
- (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): Schedule 23; and
- (d) request the Minister for Planning to correct technical errors in Clause 43.01 Schedule 1 and the Yarra Planning Scheme Map No6 HO.

#### Key Issues

Council and the Yarra community place great importance on planning provisions to better manage development pressure, change and provide as much certainty as possible for future development outcomes.

Interim DDO23 Collingwood South was the first of the suite of interim DDOs for Fitzroy and Collingwood. It was approved by the Minister for Planning in November 2018. Interim DDO23 is due to expire on 30 June 2021.

With the expiry of interim DDO23 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.

In reviewing interim DDO23, some technical errors to the Heritage Overlay were detected which are recommended to be addressed to achieve higher clarity in the Yarra Planning Scheme.

#### 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 Collingwood South (Mixed-Use) Precinct 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 and associated changes 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;



- (d) request the Minister for Planning to extend the expiry dates for interim DDO23 which applies to the Collingwood South Mixed-Use Zone Precinct on an interim basis for an extra 12 months while the permanent provisions are considered; and
- (e) request the Minister for Planning to correct technical errors in Clause 43.01 Schedule 1 and the Yarra Planning Scheme Map No6 HO.

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## 8.1 Collingwood South DDO23 - Permanent Provisions

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<b>Reference</b>	D21/42817
<b>Author</b>	Joerg Langeloh - Project and Policy Coordinator
<b>Authoriser</b>	Practice Leader, Strategic Planning

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### Purpose

1. The purpose of the report is for Council to consider whether to:
  - (a) proceed to introduce permanent 'Design and Development Overlay' 23 being Collingwood South (Mixed-Use) Precinct (DDO23); updates in Clause 21.11 Reference Documents; and delete Design and Development Overlay Main Roads and Boulevards (DDO2) where it would be covered by a permanent DDO23;
  - (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;
  - (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): Schedule 23; and
  - (d) request the Minister for Planning to correct technical errors in Clause 43.01 Schedule 1 and the Yarra Planning Scheme Map No6 HO.

### Critical analysis

#### History and background

2. Interim provisions for the mixed-use zone precinct in Collingwood South came into effect on 22 November 2018 and will expire after 30 June 2021. It was introduced into the Planning Scheme via Amendment C250.
3. With the expiry of the interim DDO23 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.
4. Without a permanent DDO, the Yarra Planning Scheme would not adequately guide the extent of change in this precinct, having particular regard to the competing factors such as urban consolidation and the protection and enhancement of heritage significance of streets and individual buildings.
5. The operation of interim DDO23 for the past two years has provided Council, developers, the community and VCAT with the opportunity to road test the DDO.
6. Officers have undertaken a review of interim DDO23 to:
  - (a) test the suitability of the provisions for translation into permanent provisions;
  - (b) recommend any necessary refinements to enhance the clarity and workability of the provisions; and
  - (c) ensure the proposed permanent DDO23 will achieve the development outcomes sought for Collingwood South.
7. This review has included:
  - (a) a review of recent amendments, including Planning Panel reports;
  - (b) consideration of current strategic planning work;
  - (c) a review of recent development applications within the area;

- (d) comments from Statutory Planning and Yarra's Heritage Advisory Committee;
  - (e) advice from technical experts;
  - (f) review of Clause 21.11 Reference Documents; and
  - (g) review applicability of DDO2 where it overlaps with DDO23.
8. Since the approval of interim DDO23 significant further work has occurred to prepare interim DDOs for the remaining activity centres in Fitzroy and Collingwood – which are included in Amendment C270 (Stage 1 Fitzroy-Collingwood interims) and C288 (Stage 2 Fitzroy-Collingwood interims) and have been sent to the Minister for Planning.
  9. All interim DDOs for Fitzroy - Collingwood were informed by urban design, heritage and transport advice and have followed the same logic to derive street wall heights, upper level setbacks, overall heights, interface provisions, overshadowing requirements, access and car parking and other design requirements.
  10. Amendments C270 and C288 were also informed by other amendment work and Planning Panel reports, including C191 Swan Street Major Activity Centre, C220 Johnston Street Activity Centre, C231 Queens Parade and C269 re-write of local planning policy.
  11. These amendments provided significant guidance with respect to achieving a nuanced balance between heritage protection and allowing development in activity centres in different contexts.

### Supporting Strategic Planning Work

#### Urban Design

12. C191, C220 and C231 Planning Panel reports have supported the method and logic that is reflective of the work that formed the basis of the framework, control plan and other guidelines and requirements in the *Collingwood South Built Form Framework 2018* (prepared by Hansen Partnership, **Attachment 1**). The parameters used to derive built form guidance as a basis for drafting the permanent DDO23 provisions remain generally accepted.
13. The *Collingwood South Built Form Framework 2018* therefore remains a supporting document.

#### Heritage

14. GJM Heritage was engaged to review the currency of their previous built form recommendations (Section 8 of their *Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations (June 2018)* report, **Attachment 2**) to inform the drafting of permanent DDO provisions.
15. GJM has provided a *Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct (May 2021, Attachment 3)* which, also informed the drafting of permanent DDO provisions. The supplementary report made the following recommended changes to the existing interim DDO Table 1. Figure 1 shows how the recommendations have been translated into the propose permanent provisions.

*Table 1: Recommended heritage related changes to the existing interim DDO*

Built Form Requirements	Recommended change
<b>Sightline test</b>	<ul style="list-style-type: none"> <li>The outcome of Amendments C191, C220 and C231 suggests that the current sightline test should be removed and metrics for upper level setbacks refined in preparing a proposed permanent DDO23. A sight-line test is a tool to determine upper level setbacks by the level of visibility of built form behind.</li> <li>In discussing upper level setbacks above heritage buildings, the Panel for Amendment C220 found that a consistent metric measure is preferable in comparison to a sight-line test. The Panel found that a sight-line test</li> </ul>

Built Form Requirements	Recommended change
	<p>depended too much on individual street wall heights.</p> <ul style="list-style-type: none"> <li>The recommendation to replace the sightline test with appropriate upper level setbacks has been included in the proposed permanent DDO provisions.</li> </ul>
<b>Upper level setbacks</b>	<ul style="list-style-type: none"> <li>GJM recommends a <i>mandatory</i> 6 metres upper level setback for heritage buildings in DDO23, which would also apply as both a front setback and side setback on corner sites.</li> <li>There are some unique cases in the precinct where the nature of heritage fabric may mean that a 6 metres upper level setback (applicable from the street wall, not the front property boundary), is not adequate to achieve good heritage outcomes.</li> <li>In the following of these unique cases, the proposed local policy in Clause 15.03-1L (Amendment C269) would achieve a good outcome, as it requires development to be located either behind the depth of the two front rooms or the principle roof form of the heritage building: <ul style="list-style-type: none"> <li>57-63 Oxford Street (HO125);</li> <li>50-52 Oxford Street (HO123);</li> <li>13-15 Peel Street (part of HO318); and</li> <li>14-34 Cambridge Street (part of HO336).</li> </ul> </li> <li>For properties at 58-62 Oxford Street (HO126) the report states they: <p><i>“[...] have a unique form as single storey dwellings facing Oxford Street with original two storey wings set back beyond depth of the front two rooms. These rear elements are identified within the heritage citations and Statement of Significance for HO126 and any development should consider the impact it has on these unusual features.”</i></p> </li> <li>On upper level setbacks, the report recommends adding guidance to DDO23 to ensure that: <p><i>“[...] new development must consider the specific historic built form of the building and any relevant heritage citation and/or Statement of Significance.”</i></p> </li> <li>The below requirements have been included in the proposed permanent provisions to implement the specific upper level setback advice and recommendations: <ul style="list-style-type: none"> <li>Upper levels should be placed behind the front two rooms and/or principle roof form, whichever is the greater, for properties at 50-52 Oxford Street, 57-63 Oxford Street, 13-15 Peel Street and 14-34 Cambridge Street;</li> <li>Upper levels should be placed behind the heritage fabric as identified in the relevant Statement of Significance of 58-62 Oxford Street.</li> </ul> </li> <li>A more general guideline is also included to require greater setbacks than the minimum 6 metres to retain elements such as chimneys or visible roof forms.</li> </ul>
<b>Front Setbacks and Street Wall Heights</b>	<ul style="list-style-type: none"> <li>Show the existing front setbacks (generally with modest front gardens to the residential heritage buildings) on the DDO23 map.</li> <li>On page 20 the supplementary report states: <p><i>“In terms of street wall height, discretion needs to be provided to</i></p> </li> </ul>



Built Form Requirements	Recommended change
	<p><i>allow for a range of design responses that transition between the lower (heritage) built form and taller new development that is generally located outside the extent of the Heritage Overlay. Mandatory maximum street wall heights are warranted where there are infill sites between low-scale heritage buildings or on intact and consistent streetscapes ....”</i></p> <ul style="list-style-type: none"> <li>The following infill sites between heritage buildings are recommended to have a <i>mandatory</i> street wall height: <ul style="list-style-type: none"> <li>35 Derby Street - 11m now <i>mandatory</i>;</li> <li>43-49 Oxford Street - 11m now <i>mandatory</i>;</li> <li>54-56 Oxford Street - 8m now <i>mandatory</i>; and</li> <li>26-30 Peel Street (this property addresses Cambridge Street, is south of 97 Cambridge Street) - 8m now <i>mandatory</i>.</li> </ul> </li> <li>The infill site at 12 Cambridge Street is recommended to have a <i>mandatory</i> street wall height reduced from 14m to 11m.</li> <li>The recommendations have been translated into DDO23 and are indicated in Figure 1 below.</li> <li>GJM also advised that: <ul style="list-style-type: none"> <li>the current local policy in 22.10-3.3 as well as the new policy at proposed Clause 15.01-1L (as subject to C269) ensures that new street wall heights adjacent to a heritage building are no higher than the street wall height of such adjoining heritage building; and</li> <li>the street wall definition in the DDO should be clarified to ensure it accommodates existing front setbacks.</li> </ul> </li> <li>The street wall height has been adjusted in the proposed permanent provisions.</li> </ul>
<b>Overall building heights</b>	<ul style="list-style-type: none"> <li>GJM advises that: <p><i>“In the majority of the study area discretionary controls are appropriate to reflect the varied existing and emerging built form and to enable a range of design responses.”</i></p> </li> <li>As commercial heritage buildings vary in height and form a <i>discretionary</i> height provision is seen as appropriate to account for a range of building forms, development outcomes and varied contexts.</li> <li>However, for residential heritage buildings a <i>mandatory</i> height control is seen as necessary to ensure adequate development outcomes that retain the legibility of the host form and avoid new development dominating their modest scale.</li> <li>In combination with the upper level setback requirements outlines above, a <i>mandatory</i> maximum height of 11 metres to these residential heritage buildings is recommended to ensure additions remain moderate and secondary to the heritage host form.</li> <li>To provide for an appropriate transition towards low-scale residential heritage buildings, the height on some infill sites south of Peel Street is recommended to be lowered from a <i>discretionary</i> 20 metres to 14 metres.</li> <li>These infill sites are located at 4-6 Derby Street, 43-49 Oxford Street, 64-66 Oxford Street and the vacant land on Cambridge Street at the rear of 1-35 Wellington Street.</li> </ul>

Built Form Requirements	Recommended change
	<ul style="list-style-type: none"> <li>The recommended height changes have translated into the proposed permanent provisions.</li> </ul>

### Traffic

16. Traffix Group prepared the *Traffic Engineering Assessment - Brunswick Street and Smith Street Activity Centres* (November 2019, **Attachment 4**) that informed the drafting of interim DDOs for Fitzroy and Collingwood.
17. It focussed on identifying changes required to achieve safe and efficient vehicular and pedestrian access as activity centres and mixed use zone areas in the two suburbs are developed in accordance with the anticipated level of change in the Yarra Housing Strategy 2018 and the recommended built form guidance of C270 and C288.
18. The study area for this report included the Collingwood South (Mixed Use) Precinct. The recommended guidelines and requirements set out in that report have now been transferred to the proposed permanent DDO23 (**Attachment 5**). This will align it with the remaining DDOs included in amendments C270 and C288.

### Overarching Context of the Proposed Permanent Design and Development Overlay - Schedule 23

19. The proposed permanent DDO23 seeks to provide a balanced approach between protecting heritage fabric, minimising impact on sensitive residential interfaces and guiding development within the Collingwood South (Mixed Use) Precinct.
20. The *Housing Strategy (2018)* marks the Collingwood South precinct as a major activity centre, identifying a designation of 'high change' (around Langridge and Wellington Streets) and 'incremental change' areas (generally covering pockets with heritage buildings).
21. Along with the requested interim DDOs and associated strategic background work of C270 and C288 (Stages 1 and 2), the proposed permanent DDO23 and its strategic justification would assist in guiding change and development across Fitzroy and Collingwood in a balanced manner.
22. It is noteworthy that parts of the Collingwood South (Mixed Use) Precinct has already been developed, particularly around the Langridge Street, Peel Street and Wellington Street area and east side of Cambridge Street.
23. The 'Foundation Map' on page 12 in Attachment 1 provides an overview of constructed and approved development as per June 2018. Since then, 3 more applications have been decided (40 Oxford St 42-44 Oxford St, 48 Oxford St) and one is ongoing (1-13 Oxford St).
24. The majority of sites remaining to potentially be developed are of finer-grain subdivision pattern and most are subject to the heritage overlay. Several medium-sized infill sites have not yet been developed and are mostly located between Cambridge and Oxford Street, north of Derby Street.

### Boundary Adjustment

25. A minor adjustment to the DDO boundary is proposed. Officers identified that the property at 32-34 Smith Street, Collingwood, is covered by both interim DDO23, and the requested interim DDO37 Smith Street North and South. This occurred because the front portion of the property is zoned C1Z and the rear (eastern portion) is in the Mixed-Use Zone. The site is developed, containing a four-storey building.
26. Officers propose to delete this site from DDO23. It would remain in the future amendment for permanent provisions for the Smith Street corridor. The proposed permanent DDO23 map is shown in Figure 1 below.

Figure 1: Changes from interim DDO23



### Overview of Proposed Built Form Provisions and General Changes

27. The proposed permanent DDO23 provides guidance on street wall heights, front setbacks, upper level setbacks, building heights, setbacks to residential properties, building separation, overshadowing of public realm and residential properties, access, parking and loading, wind effects as well as façade design requirements.
28. Heritage matters have been carefully considered in preparing the proposed permanent provisions. It seeks to protect the heritage and streetscape character of the precinct.
29. Careful consideration has also been taken to ensure developments achieve high quality urban design outcomes, including pedestrian-oriented facades at ground level, a clear street wall edge with strong upper level setbacks and transitioning down towards heritage buildings and sensitive residential interfaces.
30. The proposed permanent DDO23 provisions pay attention to minimising impacts on residential uses as well as the public realm (footpaths, open spaces, kerb outstands).
31. The proposed permanent provisions are drafted:
  - (a) to improve the language so that desired outcome hard to understand or creating uncertainty what is to be achieved (i.e. which side of the street to use to assess overshadowing of the footpath was not distinct enough);
  - (b) to remove ambiguous reference to what is a *mandatory* control or a *discretionary* provision; and

- (c) to take into account recent planning context, such as recent amendments, and approach to heritage provisions.

32. The proposed permanent DDO23 is provided in **Attachment 5**. Other associated amendment documentation is provided in **Attachment 6**.

#### Proposed Built Form Requirements of DDO23

33. Key proposed built form requirements are summarised in Table 2 below.

*Table 2 - Key proposed built form requirements*

Objectives and Built Form Requirements	General Description of Proposed Elements
<b>Objectives</b>	<ul style="list-style-type: none"> <li>Retains objectives of interim DDO with some refinements;</li> <li>Specified objectives to reference the mixed built form character of Collingwood South (industrial, institutional and residential heritage buildings with emerging contemporary form);</li> <li>Deleted reference to storey heights in the objectives;</li> <li>Included reference to achieving high quality urban design and pedestrian-oriented outcomes.</li> </ul>
<b>General Requirements</b>	<ul style="list-style-type: none"> <li>Clarified that a requirement expressed with the word 'must' is <i>mandatory</i> and cannot be varied with a permit.</li> <li><i>Discretionary</i> requirements have been expressed with the word 'should'.</li> <li>The interim DDO23 was ambiguous in its language where it used mandatory language for what were discretionary requirements. This was the case for street wall heights, upper level setbacks, building heights and overshadowing requirements. The wording has been clarified and requirements have been aligned with findings from C191, C220, C231 and C270/C288.</li> <li>Final heritage advice has informed the officer's final recommendations on mandatory and discretionary requirements, particularly in relation to upper level setbacks and buildings height on sites containing heritage buildings.</li> </ul>
<b>Street wall</b>	<ul style="list-style-type: none"> <li>Development should not exceed the street wall height shown on the DDO Map, unless all of the listed conditions are met (meeting the objectives and not overwhelming the adjacent heritage building).</li> <li>Street wall heights of infill sites adjoining heritage buildings have been reduced as per updated heritage advice. Some have been made mandatory, as shown in Figure 1.</li> <li>New development should "turn a corner" and apply the same street wall height for a minimum distance along the side street.</li> <li>Front setbacks of adjacent heritage buildings should be matched.</li> <li>Projections such as balconies, building services and architectural features should not intrude into a setback.</li> <li>A 1x1 metre splay should be provided to street corners on infill sites.</li> </ul>
<b>Upper level setbacks</b>	<ul style="list-style-type: none"> <li>The upper level setback requirements generally follow those of interim DDO23, except that the sightline test would be deleted.</li> <li>Upper level setbacks above heritage buildings are now a general <i>mandatory</i> minimum of 6 metres, as per updated heritage advice.</li> <li>Specific upper level guidance has been added to recognise specific needs of certain heritage buildings:</li> </ul>

Objectives and Built Form Requirements	General Description of Proposed Elements
	<ul style="list-style-type: none"> <li>○ Upper levels should be placed behind the front two rooms and/or principle roof form, whichever is the greater, for properties at 50-52 Oxford Street, 57-63 Oxford Street, 13-15 Peel Street and 14-34 Cambridge Street;</li> <li>○ Upper levels should be placed behind the heritage fabric as identified in the relevant Statement of Significance of 58-62 Oxford Street.</li> <li>• Further requirements state that upper levels should be recessive to lower heritage floors and should generally avoid a stepped form. Projections into the setback should be avoided. Certain heritage places may require a stronger setback, depending on the individual heritage building and development proposal.</li> </ul>
<b>Overall building heights</b>	<ul style="list-style-type: none"> <li>• The language has been clarified to reflect that the overall heights of interim DDO23 were in fact <i>discretionary</i>.</li> <li>• Development of residential heritage buildings (i.e. former cottages, terraces and shop/residential buildings) must not be higher than 11m, as per updated heritage advice and shown on Figure 1.</li> <li>• Development on other sites should not exceed the building heights shown on the DDO map.</li> <li>• Development on infill sites adjoined by heritage buildings have been lowered from 20m to 14m, as per updated heritage advice and shown on Figure 1.</li> <li>• Conditions to exceed the building height have been clarified. A permit should only be granted to a development attempting to exceed the building heights where all of the conditions are met.</li> <li>• These conditions generally include fulfilling the Objectives in Clause 1.0, the Street Wall Heights and Front setback requirements in Clause 2.3, the Upper Level Setback Requirements in Clause 2.4, the Other Design Requirements in Clause 2.8 and the Overshadowing and Solar Access (Public Realm) Requirements in Clause 2.6.</li> <li>• Further, it would need to achieve greater building separation as required in DDO23, a BESS score of 70% or more to achieve higher ESD requirements, not cause any additional overshadowing or overlooking to residentially zoned land, end-of-trip facilities and parking for bike riders, dwelling types for diverse households, exceeding the accessibility provisions in Clause 55.07 or 58 and greater communal and/or private open space provisions than in Clause 55.07 or 58, as applicable.</li> <li>• Service equipment, unenclosed pergolas or similar may exceed the height, but subject to not causing additional amenity impacts and not being over 2.6m in height.</li> </ul>
<b>Overshadowing</b>	<ul style="list-style-type: none"> <li>• Development must not overshadow the opposite footpaths of Peel, Langridge and Derby Streets and any north-south streets between 10AM-2PM on 22 September.</li> <li>• Development should be designed to minimise overshadowing of the public spaces of: <ul style="list-style-type: none"> <li>• Cambridge Street Reserve;</li> <li>• Oxford Street Reserve;</li> <li>• The outdoor space of the Collingwood English Language School;</li> <li>• Any opposite kerb outstands, seating or planting areas, as applicable to the satisfaction of the responsible authority.</li> </ul> </li> </ul>



Objectives and Built Form Requirements	General Description of Proposed Elements
<b>Building separation, amenity and equitable development requirements</b>	<ul style="list-style-type: none"> <li>• An application for development should provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.</li> <li>• Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed-Use Zone outside of the overlay, upper level development must: <ul style="list-style-type: none"> <li>• be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed or exists on the adjacent property; and</li> <li>• be setback a minimum of 3.0m from the common boundary where a commercial or non-habitable window is proposed or exists on the adjacent property; and</li> <li>• for buildings over 27 metres in height, be set back a minimum of 6 metres from the common boundary, whether or not windows are proposed.</li> </ul> </li> </ul> <p>Where the common boundary is a laneway, the setback is measured from the centre of the laneway.</p> <ul style="list-style-type: none"> <li>• A similar requirement applies to proposals on larger sites where multiple buildings are proposed.</li> </ul>
<b>Other building design requirements</b>	<ul style="list-style-type: none"> <li>• Design requirements have been included to ensure development achieves good design outcomes that are pedestrian-oriented, resemble the character of precinct, achieve visual interest through arrangement of façade elements rather than relying on multiple materials and colours and ensure that facades do not overwhelm or compete with heritage buildings.</li> <li>• Lower levels should be designed to allow for commercial uses (4m floor to floor heights) and to respond to the topography of the precinct.</li> <li>• Upper levels should be lightweight in appearance and read as one with the rest of the development.</li> <li>• Development should transition down towards public open spaces to avoid overwhelming them.</li> </ul>
<b>Access, parking and loading bay requirements</b>	<ul style="list-style-type: none"> <li>• Further access, parking and loading bay requirements have been included to reflect the advice from the transport assessment report by Traffix. They include requirements to ensure good pedestrian outcomes, consideration of bicycle parking and minimising conflicts from vehicle access.</li> </ul>
<b>Application requirements and decision guidelines</b>	<ul style="list-style-type: none"> <li>• Design and application requirements and associated decision guidelines have been refined, so good design outcomes are achieved.</li> </ul>
<b>Potential front and side setbacks at ground level and above</b> (vertical and horizontal setbacks)	<ul style="list-style-type: none"> <li>• The interim DDO and the proposed permanent DDO generally seeks to ensure buildings are built to their front and side boundaries especially in heritage areas.</li> <li>• Officers have investigated opportunities to create building setbacks to enhance opportunities for improved circulation, landscaping and enhanced entrances to buildings where that may be appropriate.</li> <li>• A provision has been included in the proposed permanent DDO23 that, development on sites abutting narrow footpaths of less than 1.8 metres, provide for front setbacks and/or generous, recessed building entrances to</li> </ul>



Objectives and Built Form Requirements	General Description of Proposed Elements
	provide space for pedestrian circulation and include space for landscaping, outdoor trading, seating and/or visitor bicycle parking.
<b>Previous heritage building design requirements</b>	<ul style="list-style-type: none"> <li>• The proposed permanent DDO would delete the specific existing 'Heritage Design Requirements' which address upper level setbacks, design of upper levels and façade design for heritage buildings.</li> <li>• The 'Heritage Building 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.</li> <li>• This is consistent with the approach taken in Swan Street and also the approval of the DDO for Queens Parade.</li> <li>• However, some specific heritage design requirements would be included under 'Upper level setback requirements' and 'Other Design Requirements', such as: ensuring upper levels are visually recessive and do not visually dominate the heritage building or heritage streetscape; and avoiding large expanses of glazing.</li> <li>• Heritage consideration has played a key role in determining the proposed requirements to limit visibility and to retain the heritage character of streetscapes.</li> </ul>

### Mandatory Controls

34. The DDO schedule includes some proposed *mandatory* controls which address elements most important to the respective location, such as building heights, upper level setbacks and street wall heights.
35. 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.
36. 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.
37. The application of *mandatory* controls has been carefully considered and applied selectively. It is not recommended to apply *mandatory* controls across all of the Collingwood South (Mixed Use) Precinct.
38. *Mandatory* controls are proposed where it is considered 'absolutely necessary' (in accordance with PPN59), and would apply to:
  - (a) intact heritage streetscapes and heritage buildings;
  - (b) sensitive residential interfaces; and
  - (c) protect the opposite footpaths from overshadowing.
39. It is considered that the extensive strategic work undertaken provides sufficient justification for the use of *mandatory* controls in the DDO schedule where appropriate.

40. Opposite footpaths have been protected with *mandatory* controls to ensure the limited public space is free from additional overshadowing.
41. *Mandatory* maximum street wall heights are warranted where there are infill sites between low-scale heritage buildings or on intact and consistent streetscapes.
42. Mandatory upper-level setbacks have been supported by the Panels considering Amendments C191yara, C220yara and C231yara and are consistent with those introduced in similar heritage contexts within other inner urban municipalities. Interim DDO23 establishes a minimum upper-level setback for heritage buildings of 6m from the 'heritage façade'.
43. *Mandatory* height controls are necessary for the residential buildings within the Heritage Overlay to retain their legibility and to avoid new development dominating their generally modest scale.
44. The proposed permanent DDO23 has no interface with land in a General Residential Zone or Neighbourhood Residential Zone. As such, the criterion (b) in clause 39, does not exist in a similar way to the other linear activity centres. Existing, traditional dwelling forms are within the MUZ and generally co-located in pockets and covered by a heritage overlay.
45. DDO23 includes requirements to transition proposed development down towards adjoining heritage buildings and secluded private open spaces.

#### Removal of DDO2 and Reference Document Update

46. In reviewing the interim DDO23 it was recognised that the interim DDO overlaps with DDO2 Main Roads and Boulevards along Wellington Street.
47. It is proposed that DDO2 be removed from the properties on the west side which are currently affected by both DDO's. DDO2 requires the consideration of the design, height and visual bulk of the development in relation to surrounding land uses, developments and character of the street. This in effect is a double up of the proposed permanent DDO23. Removal of DDO2 would ensure the Yarra Planning Scheme is efficient and does apply two DDOs to the same area.
48. As part of the review, the Reference Documents list in Clause 21.11 was updated to also reference the *Collingwood South Built Form Framework, 2018* and the *Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct (May 2021)*.

#### Extension of Interim DDOs – Amendment C292

49. As noted, interim DDO23 will expire on 30 June 2021.
50. An extension of this expiry date is required to ensure appropriate and orderly planning while permanent controls are progressed through an *Advisory Committee* or a regular, permanent amendment process should the advisory committee process not be available.
51. It is recommended 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 (see **Attachment 7**).
52. NB. Exhibition and notification requirements of sections 17, 18 and 19 of the Act do not apply in respect of this form of amendment.

#### Heritage Overlay fix up – Amendment C294

53. In reviewing interim DDO23, officers identified inconsequential corrections that are required to the schedule in Clause 43.01, Heritage Overlay.
54. Amendment C294 would provide an efficient process to remove now redundant interim heritage overlays in the Schedule to Clause 43.01 – Heritage Overlay and Map No6 HO of the Yarra Planning Scheme.
55. This Amendment would apply to 33-45 Derby Street, Collingwood, 18-22 Derby Street, Collingwood, 32-34 Thomas Street, Richmond and 200-206 Church Street, Richmond.
56. This Amendment would:

- (a) delete redundant interim HO506, 507, 508 & 509 from the Schedule to Clause 43.01;
  - (b) delete redundant interim HOs 506, 507, 508 & 509 from the planning scheme map; and
  - (c) update the Schedule to Clause 43.01 to correctly reference the properties at 18-22 Derby St, Collingwood, in HO102.
57. C245yara (gazetted on 11 February 2021) sought, amongst other things, to apply a heritage overlay on a permanent basis to properties in interim heritage overlays; HO506, HO507, HO508 and HO509 (applied through Amendment C261yara). However, when Amendment C245 was gazetted, the interim heritage overlays were not removed from those properties.
58. Interim HO506, HO507, HO508 and HO509 remain in the Schedule to Clause 43.01 - Heritage Overlay and on Map No6HO of the Yarra Planning Scheme (see Table 1 below). As permanent Heritage Overlays now apply, the redundant interims heritage overlays should be removed
59. Officers would propose that a separate request is made to the Minister for Planning under Section 20(A) of the Planning and Environment Act 1987 to correct the above obvious technical errors (see **Attachment 8**).

#### Options

60. With regards to pursuing permanent built form provisions there are two options for Council:
- (a) request the Minister for Planning to refer proposed Amendment C293 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 C293 (which would also be assessed by a Panel along that pathway).
61. If Council wishes to progress permanent provisions through either options listed above, it is also recommended that Council request the Minister for Planning extend the current expiry provisions for DDO23 under section 8(1)b and section 20(4) of the Planning and Environment Act 1987 for a further 12 months.

#### Next steps

62. As noted above, the interim DDO23 expires on 30 June 2021 and Council needs to progress permanent provisions as soon as possible.
63. In the approval letter to extend the expiry date for DDO23, dated 29 September 2020, the Minister has commented that he is:
- ‘unlikely to extend these controls without permanent controls being prepared or the council seeking an advisory committee process.’*
64. At the Council meeting on 2 March 2021, the Council Report identified key parts of the *Advisory Committee* process that enable Council’s control and influence over the process and content. These were to:
- (a) ensure landowners 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.
65. Should Council support progressing the proposed permanent provisions and referring an amendment to the *Advisory Committee*, the amendment would be placed on exhibition.
66. While the final 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 Collingwood South (Mixed Use) Precinct, community and interest groups, relevant Government Ministers and Departments and statutory bodies;
  - (b) advertising the proposed amendment in the newspaper (and Yarra News if the timing is appropriate); and
  - (c) placing information on Council's and DELWP's website.
67. 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*.
68. Due to the limited time available officers consider the exhibition period will provide the opportunity for the community to have their say on the proposed DDO23.
69. Officers also anticipate submitters will have an opportunity to present their views to the *Advisory Committee* itself.

## Community and stakeholder engagement

70. Wider consultation has not been possible during the development of the proposed amendment given tight timeframes driven by the lapsing of the interim controls.
71. Officers have sought feedback from the Heritage Advisory Committee (HAC) on the operation of the interim provisions. Members also provided comprehensive written comments.
72. Officers have briefed the consultants on issues raised by the HAC, in particular, concerns about:
- (a) 'mandatory controls' vs 'discretionary provisions';
  - (b) street wall heights, upper level setbacks and building heights; and
  - (c) protection of heritage fabric.
73. Officers have undertaken consultation with statutory planners on the operation of the existing provisions, development applications, existing planning permits and the proposed new provisions.
74. Further community and stakeholder engagement would occur during an *Advisory Committee* (or other permanent) process.
75. As noted above, if Council resolves to refer a proposed amendment to an *Advisory Committee*, the amendment documentation would be exhibited (for a period of one month by Council).
76. This would include giving notice to those considered to be materially affected through mail out and would include all owners and occupiers of land within and immediately adjoining the amendment area. The information would be made available online through our website. This would provide the community with an opportunity to submit on the proposed provisions.

## Policy analysis

### Alignment to Council Plan

77. The development of permanent DDO schedules for Collingwood South (Mixed Use) Precinct 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

78. There are no adverse sustainability implications for preparing strategic work to underpin permanent built form provisions for the Collingwood South (Mixed Use) Precinct.
79. The proposed amendment would assist in directing new housing and employment space to an area with good access to public transport, open space and other services.

#### Community and social implications

80. There are no adverse community or social implications for preparing strategic work to underpin permanent built form provisions for the Collingwood South (Mixed Use) Precinct.
81. Improved built form provisions would help guide the future development of the centre.

#### Economic development implications

82. There are no economic development implications for preparing strategic work to underpin permanent built form provisions for the Collingwood South (Mixed Use) Precinct.
83. An amendment may aid in providing further stimulus to the mixed-use precinct and the Smith Street Major Activity Centre.

#### Human rights and gender equality implications

84. There are no known human rights implications for preparing strategic work to underpin permanent built form provisions for the Collingwood South (Mixed Use) Precinct.
85. There are no known human rights implications for requesting the Minister for Planning to progress the permanent DDO or extend the existing interim DDO23.

### Operational analysis

#### Financial and resource impacts

86. The costs associated with preparing strategic work to underpin permanent provisions has been considered within the strategic planning budget.
87. The costs associated with the exhibition of the amendment and *Advisory Committee* fees would be within the strategic planning budget.

#### Legal Implications

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

### Conclusion

89. As interim DDO23 would expire on 30 June 2021, Council needs to progress permanent provisions as soon as possible.
90. Officers have undertaken a review of interim DDO23 to:
  - (a) test the suitability of the provisions for translation into permanent provisions;
  - (b) recommend any necessary refinements to enhance the clarity and workability of the provisions, and
  - (c) ensure the DDO would achieve the development outcomes sought for Collingwood South (Mixed Use) Precinct.
91. The review indicated that proposed permanent provisions could be based on some refinements to the existing interim DDO23.
92. Officers have considered urban design, transport and previous and updated heritage advice, as well as recommendations from the HAC and the Statutory Planning Unit.



93. Proposed Amendment C293 seeks to introduce permanent Design and Development Overlay 23 Collingwood South (Mixed-Use) Precinct (DDO23); update Clause 21.11 Reference Documents; and delete Design and Development Overlay Main Roads and Boulevards (DDO2) where it would be covered by a permanent DDO23.
94. The permanent provisions are essential to put in place the first part of balancing growth and change across Fitzroy and Collingwood on a permanent basis.
95. 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.
96. Council resolved to pursue this new pathway for planning scheme amendments in March 2021.
97. Officers now recommend that Council request the Minister for Planning to refer proposed Amendment C293 to an *Advisory Committee* appointed under Part 7, section 151 of the Planning and Environment Act 1987.
98. While an amendment to apply permanent DDOs is progressed, the interim DDO will expire; and its expiry provision will need to be extended.
99. 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 DDO23 for a further 12 months.
100. In reviewing interim DDO23, officers identified inconsequential corrections that are required to the schedule in Clause 43.01, Heritage Overlay.
101. Amendment C294 would provide an efficient process to remove now redundant interim heritage overlays in the Schedule to Clause 43.01 – Heritage Overlay and Map No6 HO of the Yarra Planning Scheme.
102. It is recommended that Council make a separate request is made to the Minister for Planning under Section 20(A) of the Planning and Environment Act 1987 to correct the above obvious technical errors in the Heritage Overlay Schedule and related Yarra Planning Scheme Map No6 HO.

## RECOMMENDATION

1. That Council:
  - (a) note the officer report and Attachments 1-6 introducing proposed permanent built form provisions, removal part of DDO2 and amending Clause 21.11 for the Collingwood South Mixed-Use Zone Precinct;
  - (b) adopt the *Collingwood Built Form Framework (June 2018)*, *Collingwood Mixed Use Pocket: Heritage Analysis and Recommendations (June 2018)*; *Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct (May 2021)* and the *Traffic Engineering Assessment: Brunswick Street and Smith Street Activity Centres (November 2019)* prepared by Hansen Partnership, GJM Heritage and Traffix Group in Attachments 1, 2, 3 and 4 as the general basis for Amendment C293 to the Yarra Planning Scheme;
  - (c) adopt the amendment documentation for proposed Amendment C293, including proposed Design and Development Overlay (DDO) Schedule 23; deletion of DDO2 from the DDO23 area; and the amended Clause 21.11 *Reference Documents* as in Attachments 5 and 6 as the basis for proposed Amendment C293;
  - (d) request the Minister for Planning refer proposed Planning Scheme Amendment C293 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 under Section 8A of the Planning and Environment Act 1987, for 'authorisation' to prepare Amendment C293;
  - (f) request the Minister for Planning to prepare, adopt and approve Amendment C292 (as in Attachment 7) 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 interim Design and Development Overlay - Schedule 23 which applies to the Collingwood South (Mixed-Use) Precinct, on an interim basis for 12 months while the permanent provisions in C293 are formally considered; and
  - (g) authorise officers to consult with the Minister for Planning, in accordance with Sections 8(1)(b) and 20(4) of the Planning and Environment Act 1987, to assist the Minister to prepare, adopt and approve Amendment C292 to extend the interim provisions.
2. That Council:
- (a) note the officer report and Attachment 8 requesting a prescribed amendment to correct obvious and technical errors to the heritage overlay;
  - (b) adopt the draft amendment documentation of C294 at Attachment 8, which contains information required by the Minister for Planning to prepare prescribed Amendment C294 to the Yarra Planning Scheme under Section 20A of the *Planning and Environment Act 1987*; and
  - (c) authorise officers to consult with the Minister for Planning, in accordance with Sections 8(1)(b) and 20A(4) of the *Planning and Environment Act 1987*, to assist the Minister to prepare the prescribed Amendment to correct the obvious and/or technical errors as prescribed in regulation 8(1)(a) of the *Planning and Environment Regulations 2015*.
3. That Council:
- (a) authorise the CEO to make any minor adjustments required to meet the intent of Resolutions 1 and 2 of this report.

## Attachments

- [1](#) C293 Collingwood Built Form Framework June 2018
- [2](#) C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018
- [3](#) C293 Supplementary Heritage Report Collingwood South May 2021
- [4](#) C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019
- [5](#) C293 Proposed DDO23
- [6](#) C293 Amendment documents
- [7](#) C292 Amendment Documents
- [8](#) C294 Amendment Documents

Attachment 1 - C293 Collingwood Built Form Framework June 2018



*Brunswick Street & Smith Street Built Form Review:*

# COLLINGWOOD BUILT FORM FRAMEWORK

Prepared by **Hansen Partnership**  
in conjunction with **GJM Heritage**  
for **City of Yarra**  
June 2018

**FINAL DRAFT**

urban planning | urban design | landscape architecture

## Attachment 1 - C293 Collingwood Built Form Framework June 2018

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\* Note: This Draft document is a part only of a broader Built Form Review for the Brunswick Street and Smith Street Activity Centres : Built Form Review. It is a component part of a broader body of work that sets out a future proposition for two of Yarra's key Activity Centre spines and their adjoining mixed use precincts.



Version	Draft	Final Draft
Issue Date	28.05.2018	07.06.2018



## Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Collingwood Mixed Use area, located between Alexandra Parade and Victoria Parade, and Wellington Street and Smith Street. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

The report has been prepared by a multidisciplinary team comprising Hansen Partnership (Urban Design) and GJM Heritage (Heritage) with the support of City of Yarra's internal working group.

The study area is identified in Figure 1.

This report sets out the rationale for proposed built form controls for Collingwood and is underpinned by key components, namely:

**Part 1: Brunswick & Smith Context**

**Part 2: Collingwood Precinct : Influences**

**Part 3: Collingwood Precinct : Built Form Propositions**

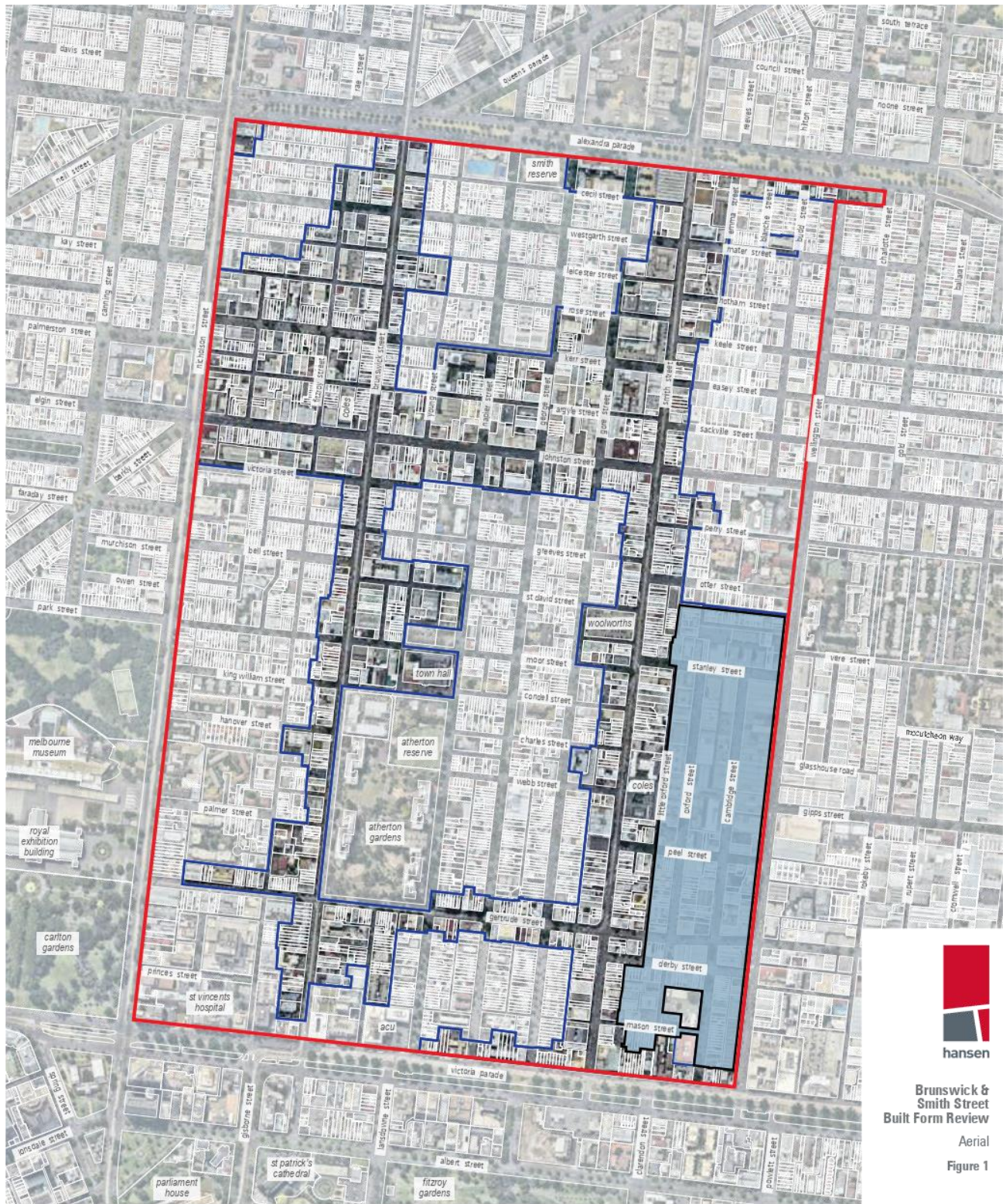
**Part 4: Recommended Controls**

The report is part of a broader Built Form Review.





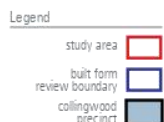
# Attachment 1 - C293 Collingwood Built Form Framework June 2018



## Brunswick & Smith Street Built Form Review

Aerial

Figure 1



Project Ref: 2017/073  
Dwg No.: UDD-002  
Scale: 1:6000 @A3  
Date: 06.06.2017  
Revision: C

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## Part 1 :

### BRUNSWICK & SMITH CONTEXT

The Brunswick Street and Smith Street Built Form Review seeks to set a clear framework for future change within two of Yarra's key Activity Centres and their adjoining Mixed Use area. State planning policy identifies such Activity Centres as area for accommodating growth and change. Therefore, these are the areas that must be carefully planned and managed in order to accommodate progressive change while protecting (or indeed enhancing) existing established character and heritage values.

The project was initiated in May 2017 and encompasses large areas bound by Alexandra Parade (to the north), Victoria Parade (to the south), Wellington Street (to the east) and Nicholson Street (to the west).

As part of the process extensive analysis of the existing conditions was undertaken and documented. Furthermore, a series of guiding objectives were identified to be contemplated across nine defined precincts.

This report addresses the Collingwood Precinct. The remaining eight other precinct will be addressed in subsequent reports.

#### 1.1 Overarching Built Form Objectives

The following 10 objectives have been identified:

##### Objectives:

1. Recognise and manage potential in key designated areas within the Activity Centre.
2. Highlight the distinction between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes, terminal vistas and panoramic views
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail spines to ensure a high quality public realm.
6. Support the highest standards of contemporary architecture and urban design.
7. Provide opportunities for new development to be sustainable and adaptive over time.
8. Manage the profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.





# Attachment 1 - C293 Collingwood Built Form Framework June 2018

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### 1.2 Brunswick & Smith Built Form Precincts

Based on the initial analysis phase of the project the following Precincts were identified spatially as relatively coherent parts. The Precincts are largely defined by function as either:

- an Activity Spine;
- a Mixed Use Area; or
- a Boulevard.

#### Activity Spines

The Activity Spines are defined by the 'traditional' retail and commercial functions along the four main streets within the review area of:

- Brunswick Street;
- Smith Street;
- Gertrude Street; and
- Johnston Street.

#### Mixed Use Areas

The Mixed Use Areas are defined by the mixed use functions present in the non-residential land located generally in local streets, behind the Spines. The four renewal areas within the review area are:

- Fitzroy West;
- Fitzroy East;
- Collingwood; and
- Town Hall.

#### Boulevards

The Boulevards are the non-residential land to the northern and southern edges of the review area which front the broad road corridors of:

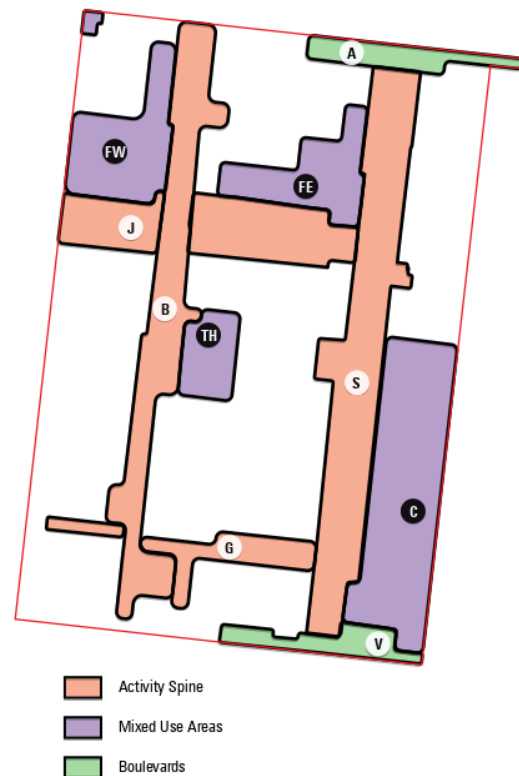
- Alexandra Parade; and
- Victoria Parade.

### 10 Precincts

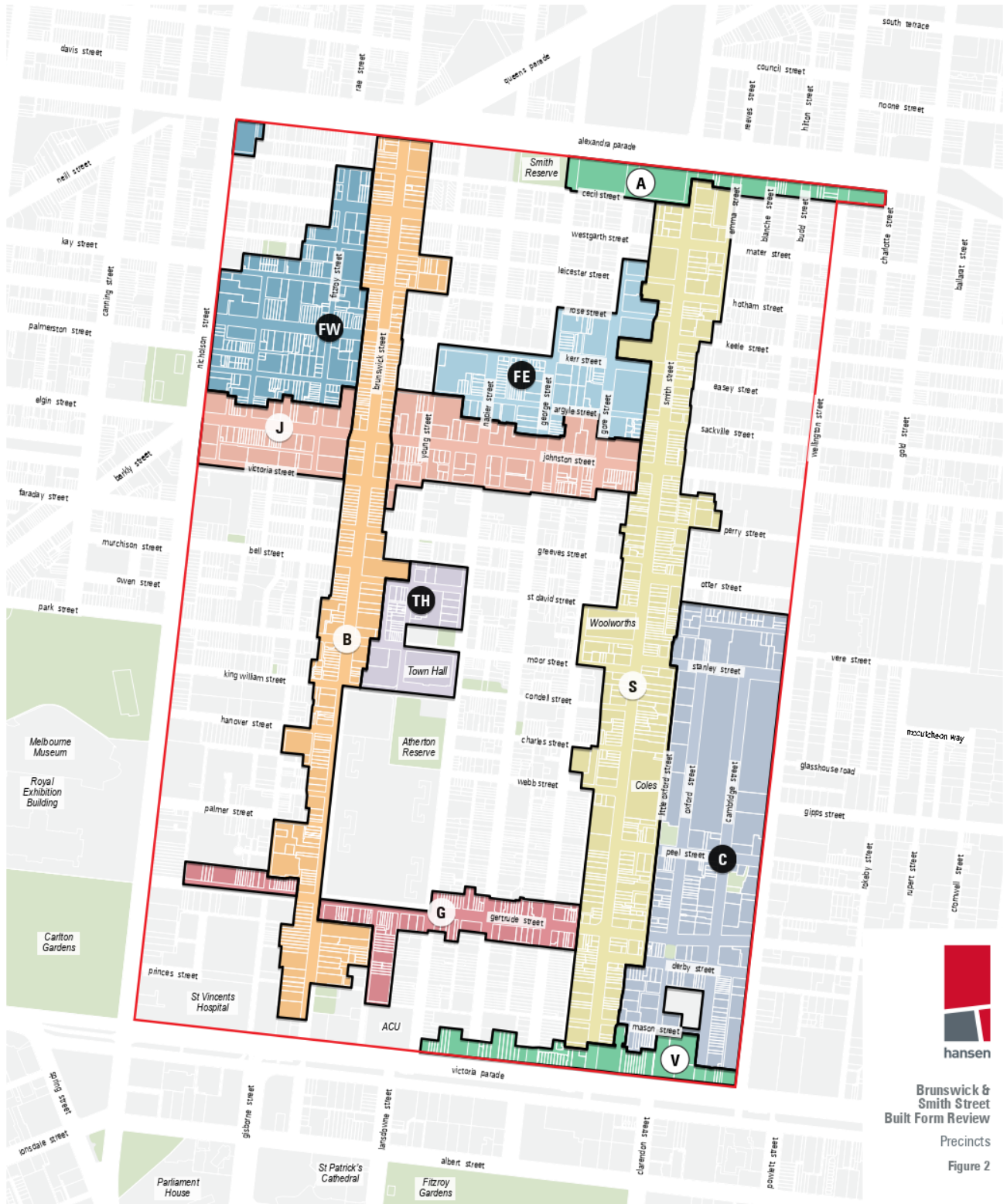
The 10 precincts within the Brunswick & Smith Street Built Form Review are:

- Precinct 1: Brunswick Street (B);
- Precinct 2: Smith Street (S);
- Precinct 3: Gertrude Street (G);
- Precinct 4: Johnston Street (J);
- Precinct 5: Fitzroy West (FW);
- Precinct 6: Fitzroy East (FE);
- Precinct 7: Collingwood (C);
- Precinct 8: Town Hall (TH);
- Precinct 9: Alexandra Parade (A); and
- Precinct 10: Victoria Parade (V).

This report addresses Precinct 7: Collingwood.



# Attachment 1 - C293 Collingwood Built Form Framework June 2018



**Brunswick & Smith Street  
Built Form Review**  
Precincts  
Figure 2

Legend	Activity Spines		Mixed Use Precincts		Boulevard Precincts	
	study area	brunswick street	fitzroy west	alexandra parade	alexandra parade	
precinct boundary	smith street	fitzroy east	victoria parade	victoria parade		
	gertrude street	collingwood				
	johnston street	town hall				

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## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

## Part 2 :

### COLLINGWOOD INFLUENCES

Collingwood today is a particularly mixed urban area, defined by the coexistence of larger former warehouse heritage forms, new apartment developments and remnant Victorian era cottages and terrace shops. These prevailing elements sit side by side with more modest 20th Century development that is 'ripe' for renewal.

The extent of the Collingwood Precinct is set out in Figure 3 and includes the following streets:

- Stanley Street;
- Little Oxford Street;
- Oxford Street;
- Cambridge Street;
- Wellington Street;
- Peel Street;
- Langridge Street;
- Derby Street; and
- Mason Street.

### Boundary Description

This precinct encompasses all land within the Collingwood Mixed Use zone to the east of Smith Street. It includes the land bound by Victoria Parade to the south, Wellington Street to the east and Little Wellington Street to the north. The western extent is defined by the rear of commercial properties along the eastern side of Smith Street or by Little Oxford Street.

### Built Form Character

The Collingwood precinct is a robust and diverse inner urban area. Its urban fabric reflects its various phases of development, which has resulted in the very mixed character and varied land uses.

The precinct comprises two distinct areas: one to the north dominated by industrial heritage buildings and a strong north-south orientated grid with large lot sizes; and one to the south with a mixed character comprising a diverse finer grain residential and small scale commercial fabric with pockets outside of the Heritage Overlay and a more permeable street network.

The emergence of new residential developments on the larger and non-heritage sites has introduced another distinct element into the Collingwood urban fabric, further adding to its diversity.





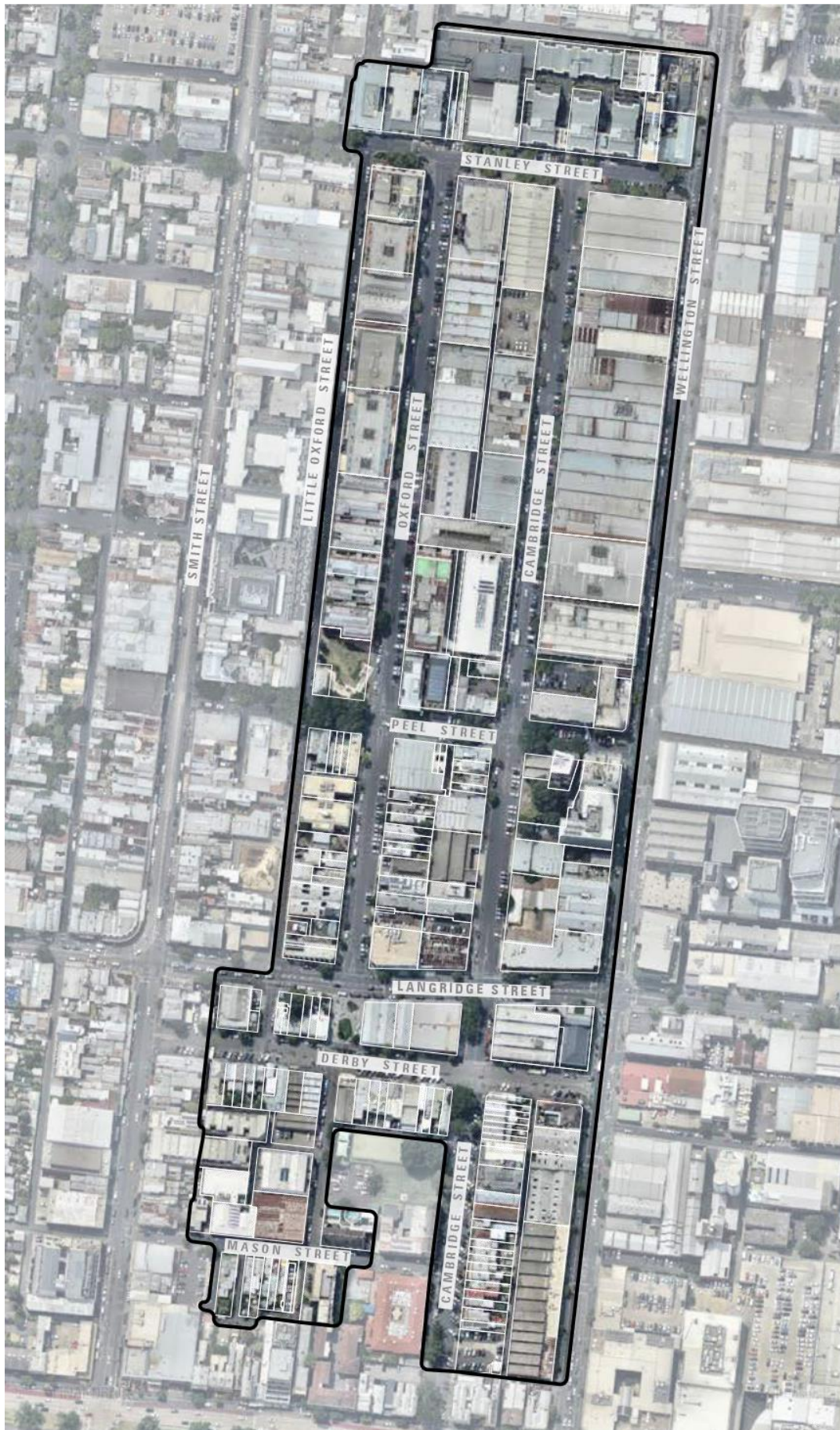
Attachment 1 - C293 Collingwood Built Form Framework June 2018



Brunswick &  
Smith Street  
Built Form Review  
Collingwood  
Precinct Boundary  
Figure 3

Legend

Collingwood Precinct  
boundary



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## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### 2.1 : Foundation

Setting an agreed vision for this part of Collingwood must be underpinned by a critical understanding of its diverse conditions, including the fabric of existing and approved buildings and relevant 'foundation' influences as set out in Figure 4 and as follows:

##### Topography

The precinct is to some degree defined by its land form and the distinct fall down from Smith Street to Wellington Street. The fall in the land form is approximately 15m (from Smith Street at RL. 35m down to Wellington Street at RL. 20) across approximately 250m, which results in a gradient of approximately 1 in 6. Historically this topographic feature lead to the broader area becoming known as the 'Collingwood Slope'.

##### North-South Grid

The north-south orientation of the street grid is pronounced by the Foy & Gibson blocks, both in terms of their considerable length (being approximately 310m) but also the robust and continuous nature of the brick factory facades. This defines the streetscape of Oxford, Cambridge and Wellington Streets, north of Peel Street with a distinct industrial heritage uniformity.

##### Heritage

The precinct has significant heritage values, with the majority of the sites being covered a Heritage Overlay or comprising individually significant or contributory heritage buildings, particularly in the northern part of the precinct.

The northern portion of the precinct is dominated by the Foy & Gibson factory and warehouse buildings. The extensive complex provided and stored the various goods sold by the once booming retailer. Much of the Foy & Gibson complex being, a rare surviving major industrial form is on the Victoria Heritage Register, recognised for its architectural uniformity as well as for the early use of steam and electric power.

The southern portion is diverse, with the 'layers' of the distinct phases of its development and evolution clearly visible and often 'juxtaposed' next to each other, whereby a single storey dwelling abuts a 3 storey warehouse building. This creates a special character of mixed built form in both era and scale co-existing within the same streetscape.

##### Pub Corners

There are three heritage 'pub' or Hotel buildings within the precinct, being the (former) Star Hotel (at 9-11 Peel Street), the Sir Robert Peel Hotel (at 46 Peel Street) and the (former) Vine Hotel (59 Wellington Street). The 2 storey heritage buildings all 'hold' prominent corner positions and present ornate parapet treatments and dome features which 'mark' their corner locations as local landmarks.



*Sloping topography along Derby Street*



*Foy & Gibson complex, circa 1920*



*20 Peel Street development*



*The Vine Hotel*

### Recent Development Trends

Parts of the precinct have already experienced considerable change. The urban block north of Stanley Street is predominantly redeveloped with mid-rise infill forms ranging in height from 4 to 8 storeys. The precinct bound by Peel, Wellington, Cambridge and Derby Streets is under going a similar transition, with recent approvals ranging in height from 4 to 14 storeys. Elsewhere, such as at 107 Cambridge Street and 20 Peel Street new development has sensitively responded to the prevailing streetscape character through lower heights and transitions. These developments are examples of a more sensitive infill development model that successfully integrates into the prevailing character.

### Heritage adaptation and 'pop-ups'

Considerable development and adaptive reuse of the former Foy & Gibson factory buildings has already occurred, with dwellings and offices now occupying the majority of the former industrial complex. Much of this reuse has occurred within the original form of the heritage buildings, with minimal alterations occurring above the external facades. In some instances, additional levels of development have occurred above the heritage forms. However, these additions are typically upper level 'pop-ups' which are often recessive when viewed from within the street.

### Pocket Parks

The presence of small recently built pocket parks across the neighbourhood are a feature of the area and represent recent gentrification. These parks include the Peel Street Park, Cambridge Street Reserve and Oxford Street Reserve. They are evenly dispersed across the southern part of Collingwood.

### Traditional Fine Grain Residential and Commercial

Rows of continuous cottages, shopfronts of older forms and heritage stock are a defining characteristic of the southern part of Collingwood. These dwellings are often found in diverse streetscapes and often immediately abut distinctly different built forms which create a character of contrast and stark transitions in built character. The dwellings also present a finer grain rhythm to the street.

### Smith Street Activity Spine

The Smith Street Activity Centre is located to the immediate west of the precinct (on higher ground) and provides a vibrant main street condition along the tram corridor.

### Movement Corridors

Wellington and Langridge Streets perform significant through traffic and cycle movements, connecting the precinct to the broader urban area and carry considerable traffic volumes. These corridors are lined with continuous and broad facades which respond to the function of these streets.



Contemporary mixed use forms, Wellington Street



Heritage 'pop-top' development at 170 Oxford Street



Oxford Street pocket park



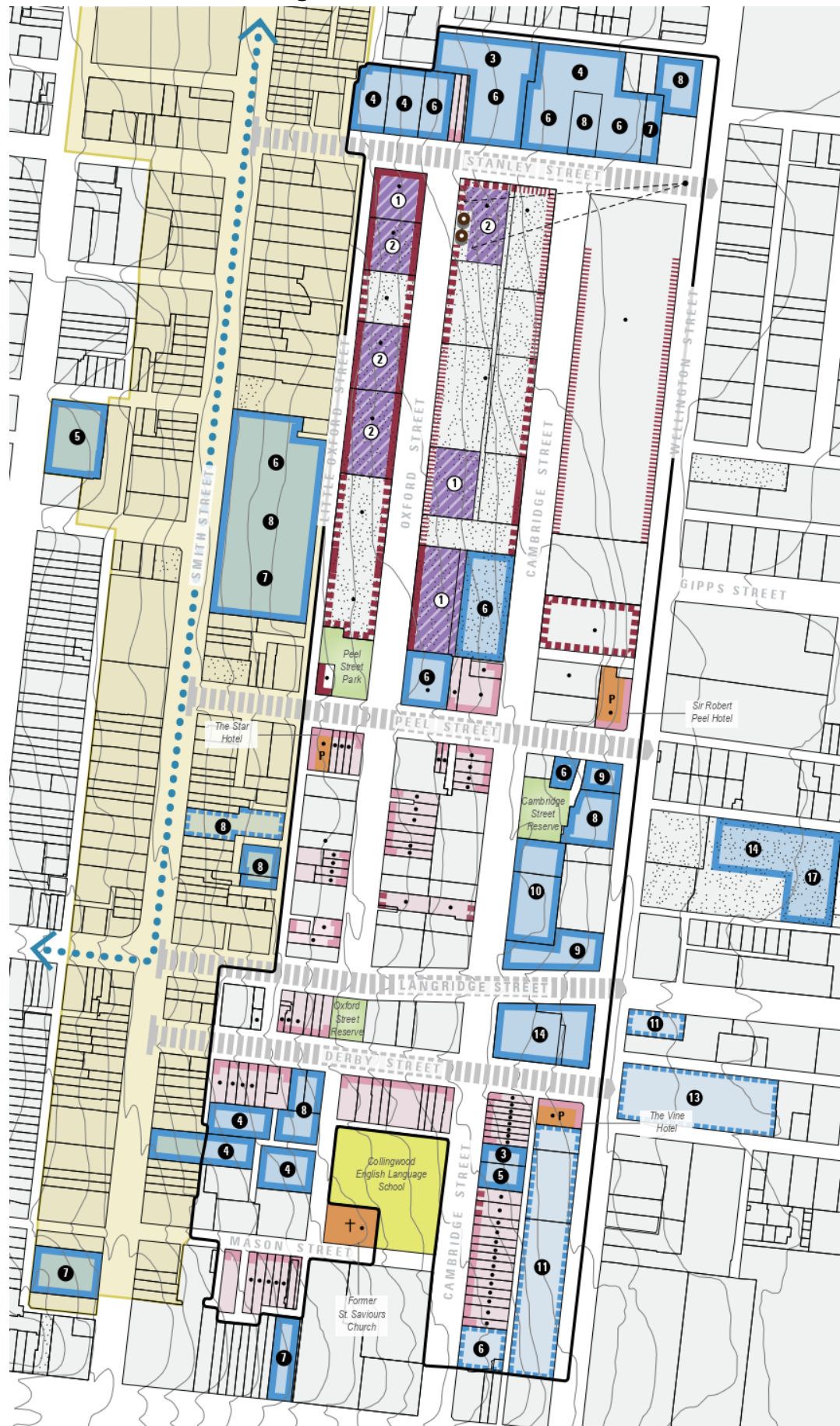
Cambridge Street fine grain dwellings



# Attachment 1 - C293 Collingwood Built Form Framework June 2018



**Brunswick & Smith Street  
Built Form Review**  
Collingwood  
Foundation Information  
Figure 4



- Legend**
- Collingwood Precinct boundary
- Streetwall**
- Industrial with streetwall: Low
  - Industrial with streetwall: Medium
  - Industrial with streetwall: High
  - Traditional Fine Grain
- Existing Built Form**
- Constructed Redevelopment
  - Approved Development
  - Built "pop-ups" above heritage street wall
  - Approved/ Constructed heights
  - Height of "pop-up"
  - Fine Grain form
  - Heritage corner form
  - Pub building
  - Church building
  - Foy & Gibson chimney stacks
  - School
  - Public open space
  - Victorian Heritage Register
  - Heritage sites
  - Slope
  - Views
  - Smith Street Activity Centre Spine
  - Tram

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## 2.2 : A Collingwood Change Framework

In response to these foundation matters, an Urban Design Framework has been advanced to reinforce indicative locations for varying level of change within the locality. A Framework is not definitive (like a Built Form Control Plan). It seeks to identify 'gestures' that shape the look and feel of the city. In this instance, the framework recognises the importance of the following:

### Key movement corridors

Wellington Street and Langridge Street are important movement corridors and accommodate significant through traffic movements. Both streets also form part of the Principal Bicycle Network with on-street bicycle lanes, which confirms their important movement function and key urban corridors.

As a general urban design principal, taller buildings should line the higher order streets and movement corridors, whilst respecting heritage and sensitive interface conditions. This reinforces the role of the street within a movement hierarchy. In Collingwood the local streets and higher order roads are the same width. Therefore, in order to define the corridors of Wellington and Langridge Streets relative to the local streets it was appropriate to increase the building heights to reinforce the movement hierarchy.

### Street corners and junctions

The definition of street junctions and local corners assists in the legibility of an area. In Collingwood, traditional buildings often 'mark' such corner locations through a slight increase in height or the addition of architectural features such as higher parapets, domes or more elaborate treatments. At corner locations it is also important that buildings address both street frontages and are designed to 'wrap' around the corner and present a generally consistent presentation to both streets.

### Potential pedestrian links

The urban blocks positioned between Stanley Street and Peel Street are considerable in length and create a barrier to east-west pedestrian movements between Smith Street and the employment land to the west of Wellington Street. A finer grain movement network is sought to increase pedestrian connectivity through the former Foy & Gibson complex.

### Open Space opportunities

Provision and access to public open space is important and local open spaces should be easily accessible to the local community. In recent years new public open spaces have been introduced into Collingwood. These include the three pocket parks which are all located in the southern portion of the precinct and are equidistant from each other. The northern portion of the precinct lacks such space/s and the Council is seeking to address this deficiency in its public open space provision.



Wellington Street corridor



Junction of Cambridge Street and Peel Street



Existing 'gap' between heritage and non-heritage buildings



Cambridge Street pocket park

## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### Renewal sites

Collingwood has already experienced considerable development, with a number of the large sites having been developed. The remaining large sites are principally located along the movement corridors of Langridge and Wellington Streets. Finer grain subdivision and heritage considerations and restrictions will limit the scale of future development potential on the local streets. New forms will need to sensitively transition when directly abutting heritage buildings.

#### Street width to building height relationships

The relationship between building heights (and street presentation) to street widths is a strong defining element of the character and 'sense of place' for any place. In inner urban environments a more robust and prominent character is expected. In Collingwood it is considered appropriate to encourage a proportional relationship between buildings and streets. This is to create a balance between openness and enclosure from within the public realm. In order to maintain a comfortable street environment and an appropriate 'sense of enclosure' a 1:1 relationship between the overall building height and width of the streets is recommended as the basis for defining buildings heights.

A relationship up to 1:1.5 is recommended to define the movement corridors of Wellington and Langridge Streets, and a relationship up to 1:2 in order to 'mark' key junctions and terminal vistas along Wellington Street.

#### Local key viewlines, panoramas and terminal vistas

The twin chimney stacks of the Foy & Gibson complex are a key local landmark. Views towards these chimneys from within the public realm need to be retained. In particular views from the junction of Wellington and Stanley Streets are considered to be of particular importance. Existing panoramic views towards the Dandenong Ranges, from higher ground (towards the Smith Street) are a key characteristic of the visual experience of the 'Collingwood Slope'. These views, along the east-west streets should be maintained, with upper levels setback in order to retain 'open' aspects towards the horizon. Terminal vistas also define the edges of the precinct, with the street grid often not containing across the perimeter streets of Smith, Wellington and Victoria Parade. The termination of Gipps Street (at Wellington Street) creates an opportunity to better define this junction and 'mark' views along Gipps Street towards Collingwood.



*Northern portion of Police Garage Site at corner Stanley and Cambridge Streets*



*Development site at corner Oxford and Langridge Streets*



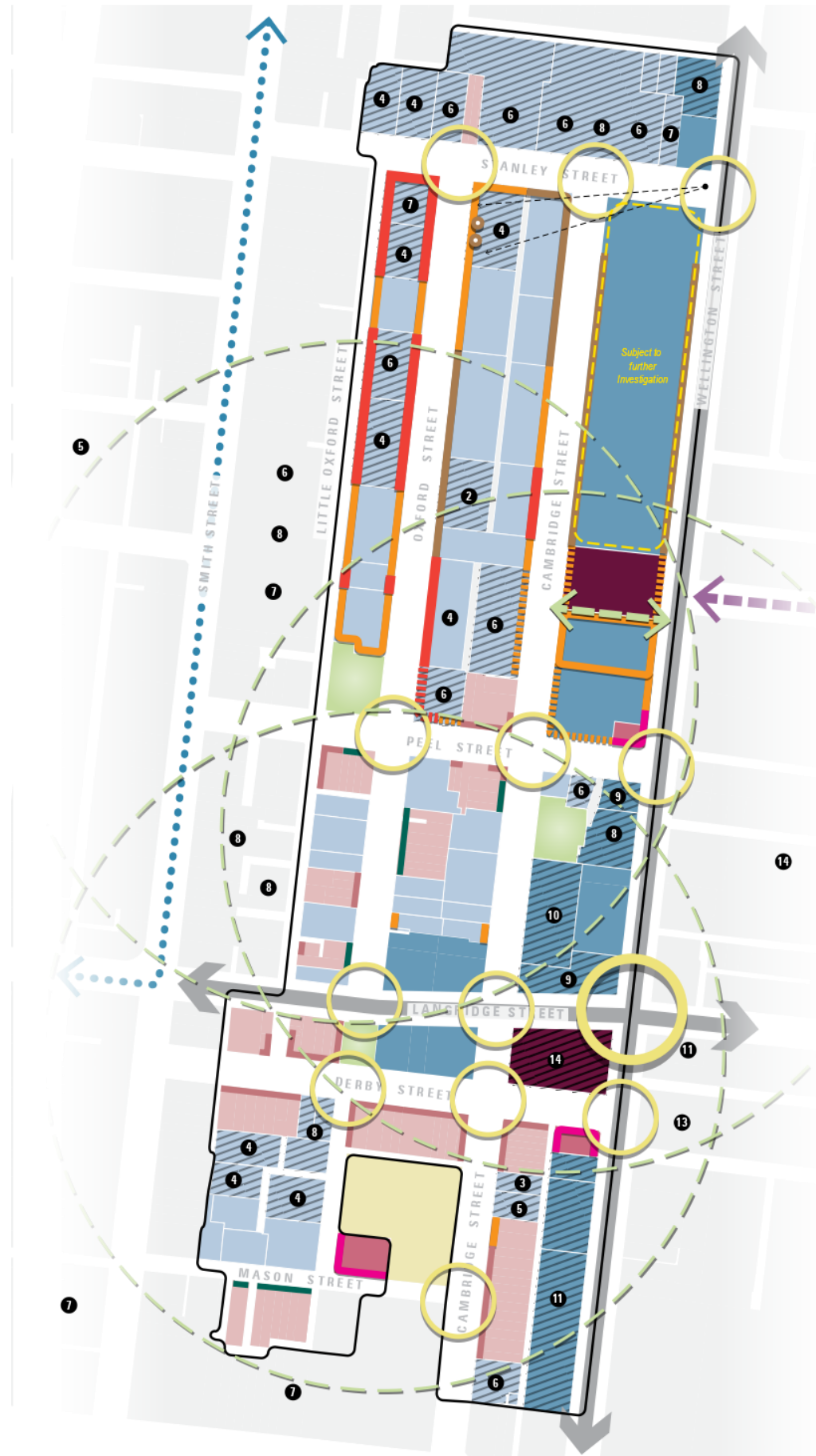
*Cambridge Street demonstrating 1:1 relationship between buildings and street*



*Terminal vista along Gipps Street*



Attachment 1 - C293 Collingwood Built Form Framework June 2018



**Brunswick & Smith Street  
Built Form Review**  
Collingwood Built Form Framework

Figure 5

Legend

- Key urban corridor
- Tram/ Activity corridor
- Gateway/ junction
- Terminal vista
- Heritage chimneys
- Existing high density form
- Traditional fine grain cluster
- Heritage Pub/ Church
- Existing public open space
- 200m radius
- School
- Approved/ Constructed heights
- Potential future pedestrian link
- Views
- Subject to further investigation

Streetwall

- Heritage warehouse streetwall: Low
- Heritage streetwall: medium
- Heritage warehouse streetwall: high
- New matching streetwall: medium
- New matching streetwall: high
- Hotel/ Church streetwall
- Fine grain street wall
- Garden setback

Default Preferred Heights

- Up to 1:1
- Up to 1:1.5
- Up to 1:2

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# Attachment 1 - C293 Collingwood Built Form Framework June 2018

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

Given this 'Framework' for change, the following future character statement is recommended.

### Future Character Statement

*Collingwood embodies Yarra's eclectic mix of heritage buildings and more contemporary commercial and apartment buildings from different periods, characterising it as a distinctly mixed precinct. From a heritage perspective, it comprises traditional warehouses of magnitude and broad width (side-by-side) with heritage cottages. It is an area that can absorb considerable change and variation in form through careful management of juxtapositions in form and sensitive transition to heritage buildings and streetscapes. The area is clearly divided into a northern precinct, with a robust industrial street presentation and a more granular southern district comprising a mixed domestic character.*

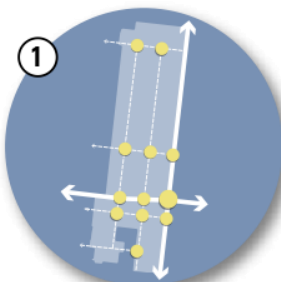
*The northern precinct and its predominately north-south oriented streetscapes is defined through Foy & Gibson buildings that establish architecturally impressive streetwall and scale that should remain the dominant future character. This precinct can support complementary 'pop-up' forms above the traditional warehouse street walls and independent infill on north of Stanley Street.*

*The southern precinct is more mixed and can support stronger form to its main thoroughfares. In transition to more delicate street based infill in the interior that can coexist with abutting remnant stock.*

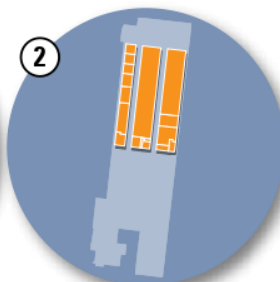
*The entire precinct needs to be enhanced with improved public realm environment that provides a human scale and activated street life.*

In response to this distinction in urban fabric of the precinct the future built form character will seek to build on this diversity.

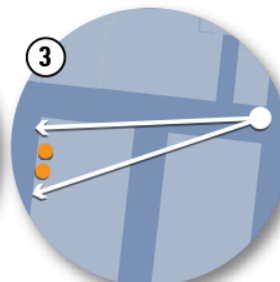
This includes:



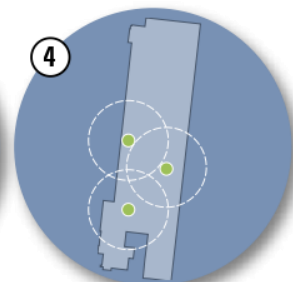
Strengthen key junctions and urban corridors.



Reinforce the industrial warehouse traditional streetscape.



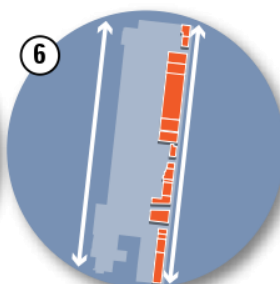
Protect local viewlines to local landmarks.



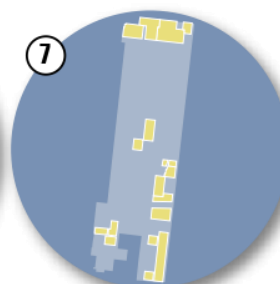
Protect existing & create new public open spaces.



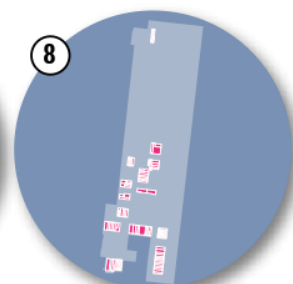
Celebrate and reinforce diversity of form in mixed streetscapes.



Reinforce the emerging new built form along the Wellington Street corridor.



Acknowledge existing and approved development.



Protect and transition towards 'runs' of fine grain traditional stock.

## Part 3 :

### A BUILT FORM PROPOSITION

The Collingwood Built Form Proposition sets street by street parameters for the precinct's evolution. The parameters identified are neither fixed or absolute, but intended as benchmarks to guide change. They are represented in Figure 6 and are derived from the following basis.

- Heritage Input;
- Street Character;
- Street Proportions;
- Solar Access;
- Slope;
- Transitions;
- Local Views and Vistas and
- Upper level setbacks

#### 3.1 Basis of Height Parameters

##### Heritage Input

GJM Heritage undertook extensive heritage analysis which considered:

- The suitability and extent of the Heritage Overlays;
- The heritage grading of each property within the Heritage Overlay;
- The currency of the existing Statements of Significance;
- Places which may warrant nomination to the Victorian Heritage Register; and
- Recommended built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage report for details.

##### Street Character

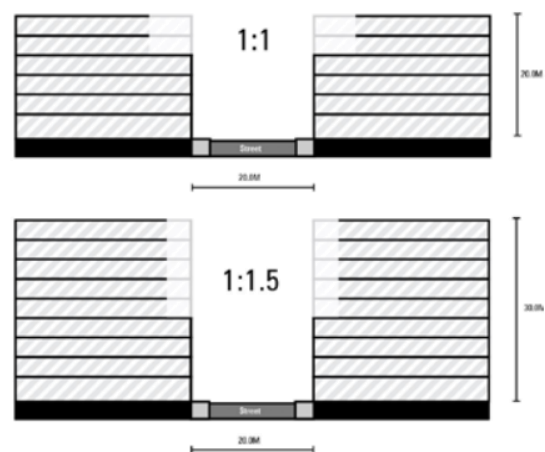
A key characteristic of the Collingwood Precinct is its continuous streetwall presentation, particularly the streets forming part of the Foy & Gibson complex which present a consistent and robust streetscape as well as parts of Cambridge Street and Derby Streets which present continuous 2 storey heritage streetwalls. Oxford Street (south of Peel Street) comprises a diverse built form presentation and a mix of heritage and non-heritage forms. New buildings should seek to sensitively conform to the prevailing and abutting front setbacks to ensure a continuity of streetwalls.

##### Street Proportions

Default preferred maximum building heights have been derived in relation to the adjoining street width. This has been based on considerable analysis and documentation of the existing relationships throughout the broader study area, which has shown there to be a strong correlation between the width, function and character of the street to the height and profile of the buildings which line it. Based on analysis, a 1:1 ratio (between street width and building height) suitably balances a street edge definition and outdoor amenity. Therefore, as a starting point, the preferred overall building height of new forms can be determined by the width of the street. The size and depth of allotments and lack of sensitive interfaces was another factor when considering an increase in the default ratio as small and shallow lots would not be able to accommodate taller forms. We suggest the following:

- Up to 1:1 – Default street width to overall building height ratio
- Up to 1:1.5 – Increased street width to overall building height ratio (main street corridors with moderate size lots)
- Up to 1:2 – Maximised street width to overall building height ratio (main street corridors at key junction locations, terminal vistas with moderate to large size lots)

Therefore, the preferred maximum heights have a strong correlation between the street widths and the street's function and character. However, in order to respond to the prevailing streetwall scale, set backs to upper levels are required. They are also determined by the size and depth of lots, noting need for rear boundary transition conditions.



## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### Solar Access

In inner urban areas such as Collingwood, access to sunlight is an important element. Therefore, the need to provide sufficient solar access to the public realm is vital to the 'life' of the street.

The *Urban Design Guidelines for Victoria* contains the following relevant Objective and associated guideline.

*'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and*

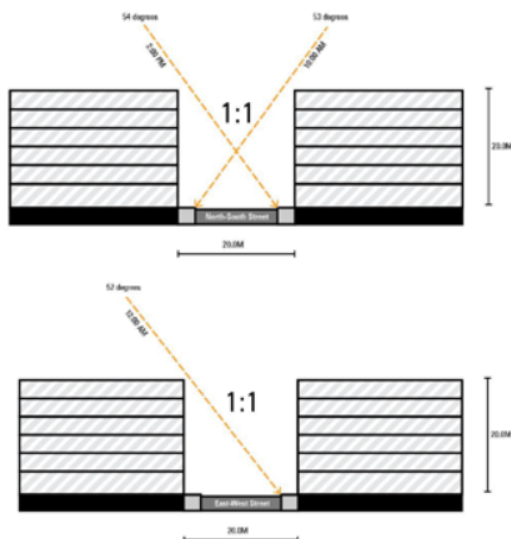
*'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'*

In Collingwood we recommend applying the equinox solar access test to streets to avoid overshadowing:

- the southern footpath between the 10am and 2pm;
- the western footpath from 10am; and
- the eastern footpath before 2pm.

In order to protect the current amenity and access to sunlight, we recommend that development should not cause additional overshadowing of the following open spaces between 10am and 2pm at the equinox:

- Peel Street Park;
- Cambridge Street Reserve;
- Oxford Street Reserve; and
- Collingwood English Language School (outdoor play area).



#### Transitions

Abrupt transitions in scale are an existing characteristic of the Collingwood Mixed Use areas. There are many examples of older commercial or warehouse forms side by side with smaller cottages. A change in streetwall height of two storeys is present within the Foy & Gibson complex.

In order to maintain this characteristic of variation, particularly within the streetwall, new buildings must contain a streetwall that either matches the height of any abutting heritage streetwall/building or is no greater than two storeys higher in order to maintain the prevailing streetscape character and streetwall modulation.

Larger sites may be able to accommodate for gradual transitions through recessive upper levels and transition in scale in response to abutting heritage forms. In order to avoid undesirable 'wedding cake' forms, minimal 'steps' in built form massing is encouraged. Transitions in scale should as a minimum occur in paired levels.

On sites which directly abut single storey heritage forms and existing private open spaces a more tempered built form transition is recommended to ensure new form sensitively responds to the existing abuttal.

#### Slope

Buildings should respond to the topography of Collingwood. New buildings and streetwall presentations, particularly on sites with broad street frontages must 'step' ground floors to respond to the street level.

Buildings and sites which 'span' an entire urban block and contain frontages to more than one street should be designed to ensure that any change in topography between the different streets is responded to within the design and floor levels to ensure new buildings address street frontages at natural ground level.

#### Local Views and Vistas

Views towards the Foy & Gibson chimney stacks are to be protected. A key view from the junction of Stanley and Wellington Streets has been identified, with building heights tempered to ensure the twin chimneys remain a prominent local landmark.

The terminal vista along Gipps Street towards the west has been identified as a location to provide a strong built form to define this junction along Wellington Street.



## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### Heritage Streetwall & Upper Levels

The extent of visible upper levels to heritage sites was determined by GJM Heritage and seeks to reinforce the provisions of Clauses 22.02 and 22.10. It was advised to apply a 'default' 1/4 - 3/4 visibility (sightline) test for heritage places from the opposite side of the street at standing eye level, with the appropriate visual presence of new built form deemed to 1/4 of the built form mass.

A 'default' minimum setback distance of 6m (to the new built form and balcony line) is suggested from the heritage facade. This allows for the preservation of the heritage 'volume' and ensures a viable facade articulation treatments in the streetscape elevation with spatial separation between the streetwall frontage and recessive upper levels (behind).

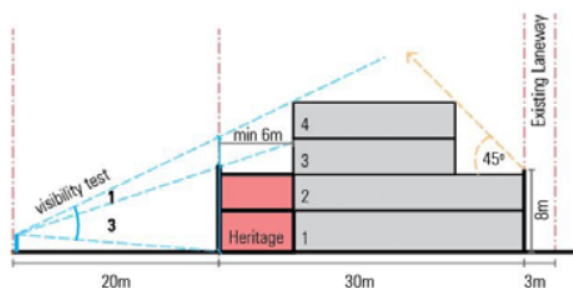
From a heritage perspective it is preferable to retain the 'heritage fabric' of the heritage form and not just the façade. The 6m dimension generally allows for the retention of the entire 'front room' of the forms (assuming it is either a traditional shopfront form or a dwelling), including its roof form and chimneys.

#### New Streetwall & Upper Levels

The visual distinction between streetwalls and upper levels is also important in relation to new streetwalls.

A 6m setback to upper levels above a new streetwall is also encouraged to:

- provide a clear separation between the streetwall and upper forms;
- ensure new upper form do not visually dominate the streetscapes;
- create consistent upper level setbacks along streetscapes that comprise a mix of heritage and non-heritage forms; and
- reinforce the visual dominance of streetwalls.



Cross-section of visibility test to upper level form behind heritage frontage

#### Upper Level Setbacks

In urban areas, almost all urban design guidelines seek to introduce a 'streetwall' and 'upper level front setback' measures.

The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive fashion.

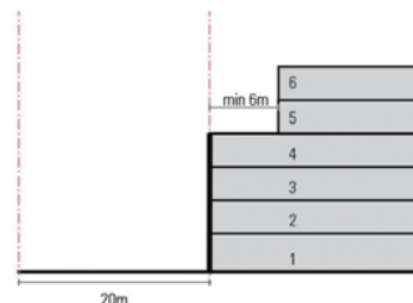
In Collingwood there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clauses 22.02 and 22.10 (refer Heritage Streetwall).

The recommendations for non-heritage sites seeks to provide a clear distinction between streetwall presentations and upper forms, to reinforce the visual dominance of streetwalls (refer New Streetwall).

#### Upper Level Expression

The design of upper levels of new development should:

- be well articulated and break up the building mass;
- distinguish between the lower and upper levels through materials and articulation;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape; and
- provide passive surveillance of adjacent streets and public open space.



Cross-section of recessive upper level form behind new frontage

## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### Building Separation, Amenity & Equitable Development

New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows.

Development should be setback from common boundaries to provide separation between buildings at the upper levels:

- a minimum of 4.5m from the boundary where a habitable room window is proposed;
- a minimum of 3m from the boundary where a non-habitable room window or commercial window is proposed; and
- a minimum for 4.5m from the edge of a proposed balcony or terrace.

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

### Residential Interfaces

New development that is adjacent to a low-scale residential interface should:

- provide a transition in scale towards the property boundary with low-scale residential properties; and
- seek to minimise overshadowing impacts to secluded private open spaces.

### Public Open Space Interface

New development should provide a suitable scale and transition at the interface with areas of open space ensuring that buildings do not visually dominate the public open space, whilst providing a sense of passive surveillance and visual interaction at lower levels.

### Service Laneway Interfaces

Built form needs to respond to laneway interfaces. Within the Collingwood Precinct the existing laneways, their function, widths and arrangements vary. New development will need to appropriately address both the existing laneway condition as well as adjacent properties. Generally, the most sensitive laneway interfaces occurs on the south side of east-west laneways given potential amenity impacts of properties to the south. In particular, the east-west laneway to the north of the school outdoor play area is important and existing access to daylight should be maintained. Therefore, we recommend:

- To laneway abutments new development should present a maximum 10.4m (3 storey) form at the interface, with any built form above set back within a 45 degree built form envelope; and
- To the east-west laneway abutting the school playground new development to the north should present a maximum 8m (2 storey) form at the interface, with any built form above set back within a 45 degree built form envelope.

# Attachment 1 - C293 Collingwood Built Form Framework June 2018



## Brunswick & Smith Street Built Form Review Collingwood Built Form Controls

Figure 6

### Legend

- Collingwood Precinct boundary
- Heritage sites
- Recommended Heritage sites
- Foy & Gibson chimney stacks
- Heritage corner pub building
- Subject to further investigation

### Preferred Building Heights

- 3 storeys / 10.4m
- 4 storeys / 13.6m
- 6 storeys / 20m
- 8 storeys / 26.4m
- 9 storeys / 29.6m
- 12 storeys / 40m

### Preferred Streetwall

- Retain heritage warehouse streetwall
- Retain 1 storey heritage streetwall
- Retain 2 storey heritage streetwall
- New 2 storey streetwall (8m)
- New 3 storey streetwall (10.4m)
- New 4 storey streetwall (13.6m)
- New 6 storey streetwall (20m)
- Retain small landscape setback

### Interfaces

- Respond to public park abuttal
- Respond to sensitive interface
- Respond to 3 storey interface
- Respond to new pedestrian laneway

### Public Realm

- Existing public open space
- Potential future pedestrian link

Project Ref: 2017 073  
Dwg No.: UDD-025  
Scale: 1:2000@A3  
Date: 06.06.2018  
Revision: F



## Attachment 1 - C293 Collingwood Built Form Framework June 2018

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

## Part 4 :

## RECOMMENDED CONTROLS

### 4.1 Methodology

The formulation of future building heights and streetwall conditions within the Collingwood Precinct has been influenced by many factors, including:

- State Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones).
- Views to existing landmarks from the public realm;
- Recognition of Yarra's heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council's heritage advisors (GJM Heritage); and
- Extensive site inspections and workshops with Council's officers.

### Assumptions

#### Formula for Deriving Numerical Building Heights

The maximum building heights has been calculated to a higher than minimum floor to floor heights in order to:

- Respond to the typical heights found within heritage buildings (between 8-11m);
- Accommodate for greater than minimum standards and provide flexibility for future uses;
- Allowance for other design elements to be accommodated, such as parapets, railings, etc.

The following numerical floor to floor dimensions were employed:

- Ground Floor: 4m
- First Floor and above: 3.2m

Note: Higher numerical floor levels for mixed use development may be required at upper levels.

#### Zero front setback

New buildings within activity centres and inner urban areas such as Collingwood should generally be built to the street frontage in order to:

- Respond to the prevailing built form character of the area;
- Provide a clear definition at the street edge; and
- Maximise the developable area.

With the exception of retaining small front setbacks to heritage dwellings all new building within the commercial and mixed use zone should have a zero street setback.

#### Top Floor Depth

A minimum depth of approximately 10m has been used for the upper most level. This minimum dimension is based on a typical apartment depth.

#### Upper Level Depth

A minimum depth of approximately 18m has been used for the upper levels. This minimum dimension is based on a typical apartment building arrangement, with a central corridor.

## Attachment 1 - C293 Collingwood Built Form Framework June 2018

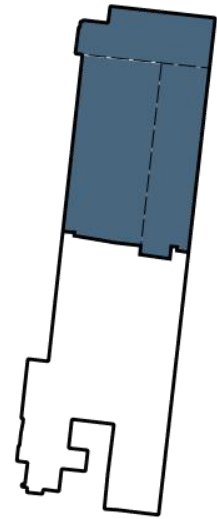
### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### 4.2 Precincts

The preceding 'proposition' indicated that the Collingwood Precinct comprises two distinct precincts (sub-precincts).

These two precincts are distinctly different and primarily are defined by their heritage stock, land uses and subdivision pattern and are as follows:

- **Collingwood 1 (C1)** Foy & Gibson sub precinct, and
- **Collingwood 2 (C2)** South Collingwood sub precinct.



#### Collingwood 1 (C1)

Collingwood 1 is defined by the former Foy & Gibson industrial buildings.

##### Built Form Objectives

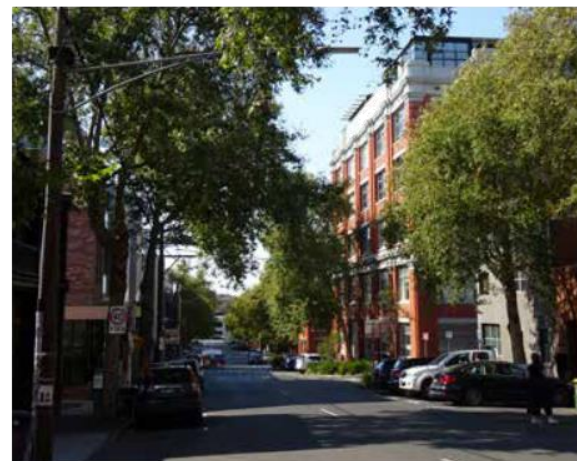
- To support development along Wellington Street that contributes positively to the urban and heritage warehouse character of Collingwood.
- To encourage sensitive infill and recessive upper level additions behind retained heritage facades and forms.
- To retain, enhance and incorporate the existing heritage streetwalls into future redevelopment to retain the prevailing streetscape character and built form rhythm.
- To create a finer grain pedestrian network with increased east-west publically accessed links.



*Traditional warehouse streetscape, Cambridge Street*



*Robust industrial streetscape, Oxford Street*



*Mixed warehouse and redevelopment streetscape, Stanley Street*



## Attachment 1 - C293 Collingwood Built Form Framework June 2018

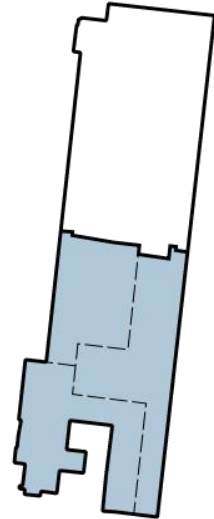
### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### Collingwood 2 (C2)

Collingwood 2 is defined by the dispersed finer grain residential cottages and terraces.

#### Built Form Objectives

- To foster an emerging, contemporary, mixed use character whilst supporting redevelopment that defines the Wellington and Langridge Street junction with a gradual transition down towards Smith Street.
- To encourage sensitive infill and recessive upper level additions behind either retained heritage facades and new forms.
- To respect and reinforce the heritage value of the precinct and support the retention of the traditional street frontages, including street setbacks, facades and subdivision pattern.
- To promote and encourage pedestrian activity through street activation and protection of solar access to southern footpaths and public open spaces.
- To ensure equitable development outcomes through building separation and gradual transitions to neighbouring heritage properties.



Cambridge Street



Langridge Street



Derby Street



## Attachment 1 - C293 Collingwood Built Form Framework June 2018

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### 4.3 Sub-precincts

Given the significant variation and diversity (both lot attributes and existing built form) within each of these sub-precincts, is recommended to further divide them into urban blocks.

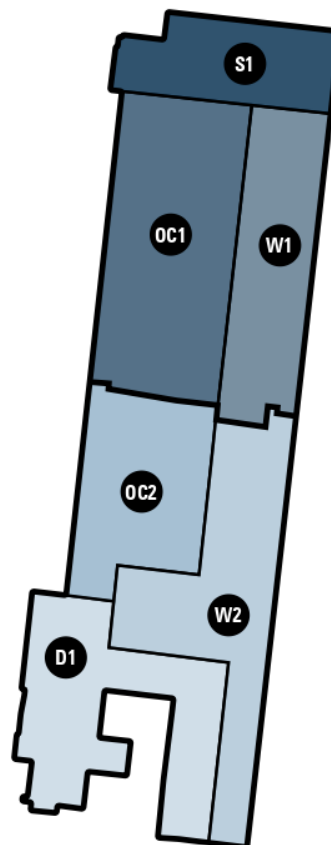
This is illustrated in Figure 7 which breaks Collingwood down to 6 block precincts, as follows:

**Collingwood 1 (C1)**, 3 urban block precincts as follows:

- Stanley Street (S1);
- Wellington Street (W1); and
- Oxford/Cambridge Street (OC1)

**Collingwood 2 (C2)** 3 urban block precincts as follows:

- Wellington Street (W2);
- Oxford/Cambridge Street (OC2); and
- Derby Street (D1).



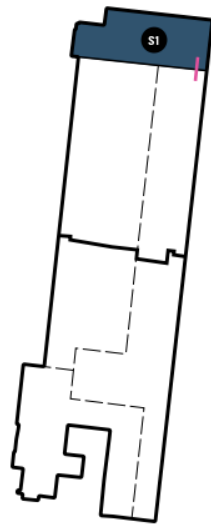
### Proposed Building Heights

PRECINCT	SUB-PRECINCT	PREFERRED TYPOLOGY	PREFERRED MAXIMUM BUILDING HEIGHTS
COLLINGWOOD 1 (C1)	S1	Redevelopment	6- 9 storeys (20-29.6m)
	W1	Heritage Warehouse	6- 12 storeys (20-40m)
	OC1	Heritage Warehouse	4- 6 storeys (13.6-20m)
COLLINGWOOD 2 (C2)	W2	Redevelopment	6-12 storeys (20-40m)
	OC2	Redevelopment & Heritage house	3-6 storeys (10.4-20m)
	D1	Redevelopment & Heritage house	4-6 storeys (13-6-20m)

# Attachment 1 - C293 Collingwood Built Form Framework June 2018

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

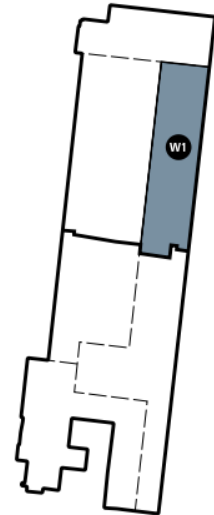
### COLLINGWOOD 1 (C1)



#### Stanley Street (S1)

##### Description

The urban block positioned on the northern side of Stanley Street has already undergone significant redevelopment in recent years, with a strong new built form character now present. Only a few sites remain which have development potential and it is envisaged that these sites will follow the existing development pattern, should they redevelop. Therefore, minimum built form intervention is required.

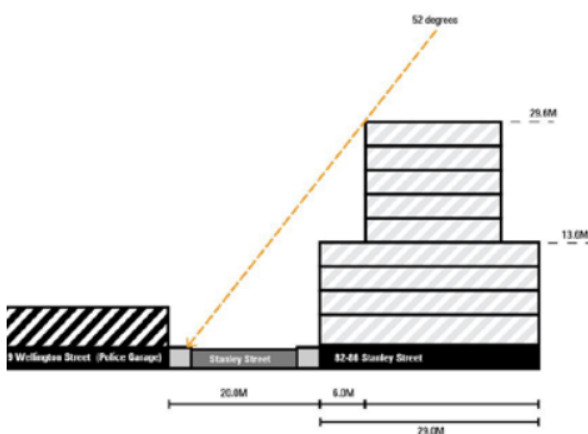


#### Wellington Street (W1)

##### Description

The sub-precinct predominantly contains industrial heritage streetscape created by the Foy & Gibson buildings and one non-heritage site that sits between the heritage industrial fabric. The heritage sites have been assessed as having State significance and are currently being considered for nomination in the Victorian Heritage Register and hence are excluded from built form recommendations. However, given the size and location of 117 Wellington Street site currently being used by Victoria Police it is important that the future planning of this site gives consideration to:

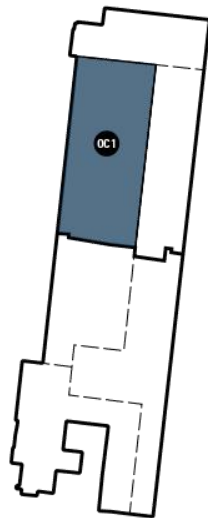
- explore opportunities for provision of public open space in the non-heritage section of the site;
- explore opportunities for provision of through block pedestrian links;
- ensure new development respects and responds sensitively to the industrial heritage character;
- ensure new development provides breaks in the form, articulation and high quality architecture that is respectful to the surrounding context; and
- improve the public realm environment.



Stanley Street Indicative Cross-section (S1-1)

# Attachment 1 - C293 Collingwood Built Form Framework June 2018

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT



Oxford/Cambridge Street (OC1)

### Description

These Foy & Gibson blocks have been developed with 'pop-up' one or two storey additions that are setback above the heritage building. This has retained the dominance of 'robust' industrial heritage streetscape character. Despite their general uniformity the existing heritage streetwalls vary considerably between single storey and up to six storeys. Any new forms must be visually recessive to the heritage streetwalls and should comprise contemporary additions which are set back and largely hidden from view. Further the visual prominence and spatial separation to and around the chimney stacks is to be maintained.



# Attachment 1 - C293 Collingwood Built Form Framework June 2018

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

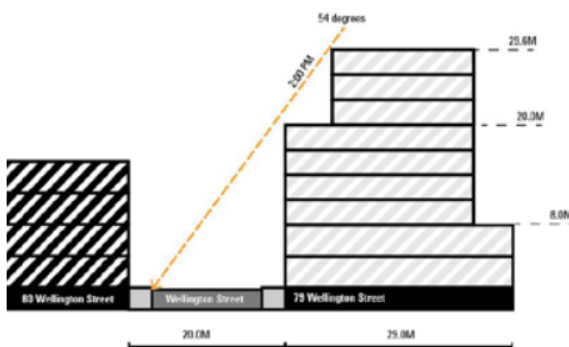
### COLLINGWOOD 2 (C2)

#### Wellington Street (W2)

##### Description

With the exceptions of the Peel and Vine Hotel buildings these urban blocks are devoid of heritage sensitives and comprise generally larger size lots. The Wellington Street frontage consists number of approvals ranging from 8-14 storey presenting an emerging new built form along the street and marking the junction of Wellington and Langridge Street movement corridors. The western 'island' block along Langridge Street presents a development opportunity that needs to respond sensitively to Derby Street and open space frontage.

Cambridge Street comprises approvals with streetwall and upper form typology that provides a clear street definition without visually dominating the streetscape. Developments along this street will follow the emerging development pattern while giving consideration to equitable development and public realm amenities.



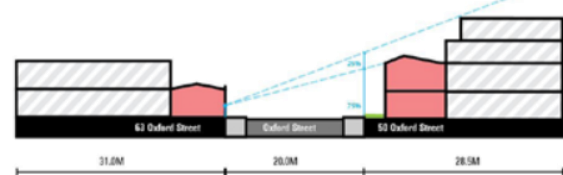
Wellington Street Indicative Cross-section (W2-1)

#### Oxford/Cambridge Street (OC2)

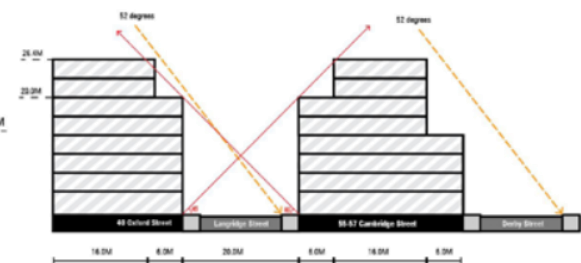
##### Description

The most diverse sub-precinct with every street having a unique character and has experienced limited change to date. This area will continue to comprise a diverse built form character. Oxford Street and Peel Street contain moderate non-heritage properties abutting dispersed 1-2 storey residential heritage and the former Cordial factory. Development will need to ensure that it does not overwhelm and transitions in scale to heritage forms.

Cambridge Street presents predominantly non-heritage moderate lots. The properties with direct abutment to residential properties need to provide transition in scale along the interfaces.



Oxford Street Indicative Cross-section (OC-1)



Langridge Street Indicative Cross-section (W2-2)

# Attachment 1 - C293 Collingwood Built Form Framework June 2018

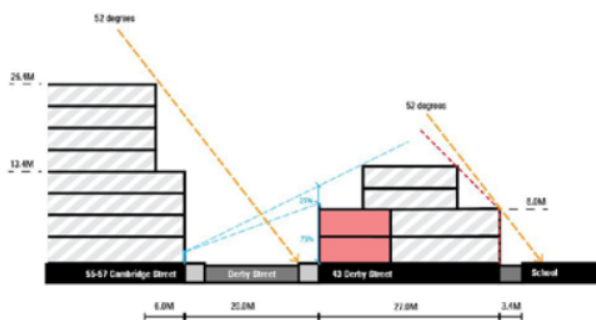
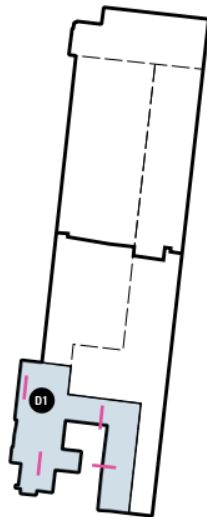
## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Derby Street (D1)

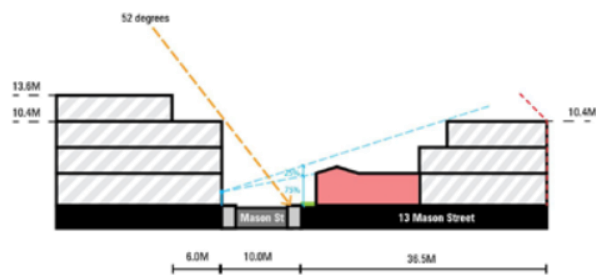
#### Description

The urban block comprises the properties along the southern side of Derby Street, which present a predominantly consistent 2 storey presentation. A recent approval of 8 storeys, with a 4 storey streetwall will introduce a higher streetwall character. The block between Oxford and Cambridge Streets benefits from a rear laneway which separate it from the school grounds to the south and also comprises a number of heritage buildings which are not subject to heritage protection. Development on Derby Street will need to provide transition in scale at the interface of these heritage buildings. The sites on southern side of Derby Street also need to avoid unreasonably overshadowing on the existing outdoor play area of the school.

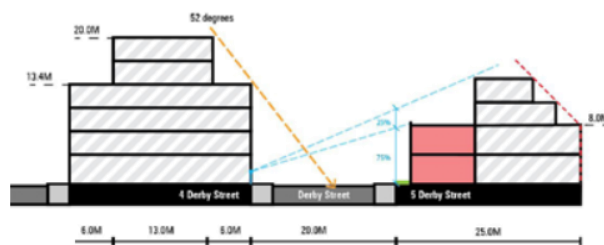
Mason Street and Oxford Street are narrow streets. To the south side of Mason Street are single storey attached cottages, set behind small front gardens. Development along Mason Street and Oxford Street will need to not overwhelm the fine grain heritage and the street. The northern side of Mason Street comprises warehouse forms, and the former St Saviour's Church building.



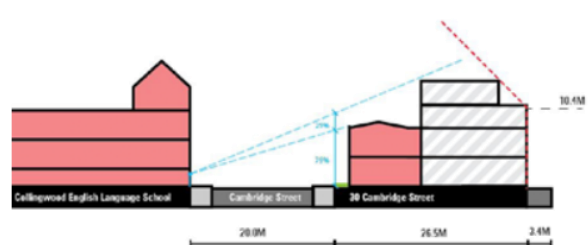
Derby Street Indicative Cross-section (D1-2)



Mason Street Indicative Cross-section (D1-3)



Derby Street Indicative Cross-section (D1-1)



Cambridge Street Indicative Cross-section (D1-4)



Attachment 1 - C293 Collingwood Built Form Framework June 2018



Brunswick &  
Smith Street  
Built Form Review

Collingwood Precinct and  
Subprecinct Boundaries

Figure 7

Legend

- Collingwood Precinct boundaries
- Subprecinct boundaries
- Subprecinct



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Dwg No.: UDD-025  
Scale: 1:2000@A3  
Date: 06.06.2018  
Revision: C

#### 4.4 General Built Form Guidelines

##### Built Form Recommendations

A range of specific built form recommendations and design guidelines have been developed for all precincts.

These built form guidelines focus on the Collingwood Precinct, where future development is anticipated and design guidance is required.

##### Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as Collingwood the provision of small public parks is important to the social health and well-being of a local community. There are presently three 'pocket parks' within the Collingwood Precinct. However, they are located within the southern portion of the study area. Therefore, there is a lack of open space provision within the northern portion.

##### Visually distinct additions and upper levels

Given the prevailing heritage character of Collingwood, new buildings or additions should be designed to have a visually distinctive architectural expression from the heritage element. This is in order to ensure that new form can be clearly 'read' and understood as a more recent component. It also encourages contemporary architectural responses which will contribute to the 'richness' and diversity of built form.

Lightweight materials, colours and finishes that contrast with the prevailing masonry forms are also encouraged to assist in the clear distinction between new and old, while also assist in visually recessing new forms.

##### Architectural Considerations

To street frontages expansive blank walls should be avoided and where visible from within the public realm any blank walls need to be visually divided into small elements through architectural treatments to reduce visual mass.

Fenestration patterns and facade solid to void proportions need to reflect the prevailing streetscape rhythm and presentation.

New forms should 'fit' within the prevailing streetscape character. Avoid overly busy and complex architectural expressions.

##### Active and Semi Frontages

In Activity Centres and Mixed Use areas, buildings must provide sufficient activation at street level to foster 'life' on the street and provide opportunities to maximise safety via passive surveillance.

Along the key movement corridors of Wellington and Langridge Streets, active ground frontages are encouraged. Active frontages along these streets need to incorporate doors, and transparent windows at ground level which enable visual interaction and engagement between the inside of buildings and the street.

Along the local streets and within the mixed use area semi-active frontages are more appropriate. As these less active frontages still maintain an appropriate level of passive surveillance to occur, while also providing more privacy and seclusion to the inside of the building, befitting the nature of the use being either primarily office or dwelling.

Direct pedestrian entry into ground floor uses is encouraged, particular on larger sites, with broad frontages.

Upper levels also provide 'eyes on the street' and contribute to passive surveillance of the public realm. Windows and balconies that orientate towards the street are encouraged.





**Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018**



## **Collingwood Mixed Use Pocket Heritage Analysis & Recommendations**



**Figure 1.** Aerial photograph of the Collingwood Mixed Use Pocket – shaded in red (©nearmap, 4 April 2018)

**6 June 2018**

**Prepared for the City of Yarra**

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**gard'ner jarman martin**

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

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Jessi Briggs, Associate	GJM Heritage   Architectural Historian

#### Photographic credits:

All photos were taken by GJM Heritage unless otherwise stated.

#### Document versions

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2017-004	0.1 Draft	Amruta Pandhe	27 April 2018
	0.2 Draft	Amruta Pandhe	18 May 2018
	1.0 Final	Amruta Pandhe	6 June 2018



## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

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### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

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## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## 1. Introduction

### 1.1 Collingwood Mixed Use Pocket

The City of Yarra (Council) is endowed with a large number of heritage places that are recognised on the Heritage Overlay of the Yarra Planning Scheme or the Victorian Heritage Register (VHR) and are highly valued by the local community. These heritage places range from broad precincts to individual buildings and structures and encompass residential areas, commercial high streets, major civic and institutional buildings, and remnants of Yarra's industrial past. As well as helping define the character of the City these places contribute to the what makes the municipality a desirable and attractive place for visitors and locals alike.

Areas such as the Collingwood Mixed Use Pocket contribute to the character of the municipality and contain precincts and individual buildings that are valued by the community and are recognised through their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Mixed Use Zoning (MUZ) applied to these areas presents a challenge: how do we balance the retention of the recognised heritage places with the need to ensure the long-term viability of these areas and meet the growth objectives of the Yarra Planning Scheme?

#### 1.1.1 Location

The suburb of Collingwood is bounded by Alexandra Parade to the north, Victoria Parade to the south, Smith Street to the west and Hoddle Street to the east. The Collingwood Mixed Use Pocket is located in the southwest quadrant of the suburb and is generally bounded by Little Wellington Street to the north, immediately north of the properties fronting Victoria Parade to the south, Little Oxford Street the west and Wellington Street to the east.

#### 1.1.2 Brief History of Collingwood

*Adapted from the City of Yarra Gaps Study 2012 prepared by Lovell Chen.*

In 1838-9, eighty-eight allotments in what became Fitzroy, Collingwood and Richmond were made available as part of the first land sales outside of the town reserve of Melbourne. The low, flat area near the Yarra River, which became known as the Collingwood Flats, was considered to be less desirable than the more elevated, 'healthy' areas of Fitzroy and Richmond in the late 1830s and 1840s.

Early street layout in Collingwood had an unplanned character, as the subdividers of the original large allotments laid out roads to suit their own purposes. Langridge Street was known as Elizabeth Street between Wellington and Rupert streets in the 1850s, and terminated at Wellington Street. Charles Hutton, the owner and subdivider of the land east of Smith Street in East Collingwood, had created Peel and Derby streets as thoroughfares to Smith Street, and it was only later that Langridge Street was created to form an extension to Gertrude Street.

East Collingwood, as the suburb was originally known, began to develop a manufacturing industry from the 1840s, with the numbers of factories increasing significantly after the gold rushes commenced. By 1870, 43 factories were recorded as operating in Collingwood, the most of any suburb outside of the town of Melbourne. The late nineteenth century saw the construction of major industrial complexes on the Collingwood Slope such as the Foy & Gibson woollen mills and factories. Major distilleries and breweries such as the Yorkshire Brewery were also established at this time. The western edge of Collingwood is defined by Smith Street, one of the City of Yarra's major commercial high streets which was developed along the tram route to serve the local community and now is a major retail and hospitality destination.

The area continued to be popular for light manufacturing and service industries into the mid-twentieth century. In the post-Second World War period commercial buildings and offices were developed at a time when the larger factories were closing and starting to be repurposed for residential and other uses. As industrial activities have declined there has been an increase in apartment development and residential uses from the end of the twentieth century to the present day. This gentrification of the area has also seen an increase in restaurants, cafes and other hospitality uses.

Collingwood continues to develop rapidly with particular pressure from residential development.

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

The citations for HO318 – Collingwood Slope Precinct and HO336 – Victoria Parade Precinct are provided at Appendices 1 and 2 respectively.

### 1.2 Scope of the Heritage Analysis & Recommendations Report

This report forms part of a suite of analysis that considers the Victoria Street and Bridge Road commercial corridors and associated mixed use pockets as well as the Smith and Brunswick Street commercial corridors (including the Gertrude and Johnston Street commercial strips) and associated mixed use pockets including the Collingwood Mixed Use Pocket. The Collingwood Mixed Use Pocket has been considered outside of the wider study area because of its discrete nature and the high level of development pressure that is impacting on the heritage values of the precinct.

The purpose of this advice is to ensure that the Built Form Framework being developed by Hansen Partnership for the Collingwood Mixed Use Pocket takes proper account of the heritage values of the recognised heritage precincts and individual buildings within the study area, and results in planning controls that reflect fully integrated decision-making.

The analysis within this report considers:

- The suitability of the extent of the Heritage Overlays for places and precincts within the Collingwood Mixed Use Pocket.
- The heritage grading of each property within the Heritage Overlay in the *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8, Revised May 2017* (Appendix 8).
- The currency of the existing Statements of Significance for places and/or precincts to ensure they provide adequate guidance for the management of important heritage features.
- Places not currently included on the Victorian Heritage Register (VHR) but which may warrant nomination to the VHR.
- Built form parameters necessary to appropriately manage increased mixed use development within the context of the heritage places and/or precincts.

### 1.3 Methodology

The key background documents on which the heritage analysis is based are:

- Yarra Planning Scheme Heritage Overlay Schedule and Maps
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies
- Appendix 8.

The above documents have been reviewed in the context of the following clauses from the Yarra Planning Scheme and the relevant Planning Practice Notes (PPNs) published by the Department of Environment, Land, Water and Planning:

- The relevant provisions of the Yarra Planning Scheme are:
  - Clause 15.03 'Heritage'
  - Clause 21.05-1 'Heritage'
  - Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
  - Clause 22.03 'Landmarks and Tall Structures'
  - Clause 22.10 'Built Form and Design Policy'
  - Clause 43.01 'Heritage Overlay'
  - Clause 43.01 'Schedule to the Heritage Overlay'
  - Clause 55.07 'Apartment Developments'
- PPN 1: *Applying the Heritage Overlay* (January 2018) (PPN1)
- PPN 59: *The role of mandatory provisions in the planning schemes* (June 2015) (PPN59)
- PPN 60: *Height and setback controls for activity centres* (June 2015) (PPN60).



## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

The following Planning Panels Victoria (Panel) reports are relevant as they consider the appropriateness of Design and Development Overlays (DDOs) (containing both mandatory and discretionary provisions) within activity centres (or in the case of Melbourne Amendment C240, the Capital City Zone) that are also subject, in part, to the Heritage Overlay:

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Banyule Planning Scheme Amendment C93 'Implementation of the Ivanhoe Structure Plan' (1 July 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).

We have approached the preparation of this analysis as follows:

1. Completion of a desktop review of the above listed documents. The extent of the Heritage Overlays were cross-checked against Google Streetview. This preliminary review familiarised the project team with the heritage fabric of the study area prior to fieldwork being undertaken.
2. Completion of fieldwork by Jim Gard'ner, Renae Jarman and Ros Coleman. All buildings and structures within the study area were inspected from the public realm. The purpose of the fieldwork was to:
  - Review the suitability of the extent of the existing Heritage Overlays and to identify if gaps existed.
  - Review the suitability of the existing Statements of Significance for heritage places and precincts against the extant heritage fabric and to identify where the statements require updating to ensure heritage features can be properly considered in proposals for change.
  - Review the extant heritage fabric against the heritage gradings contained within Appendix 8 and to identify any inconsistencies and inaccuracies.
  - Review the heritage buildings and streetscapes within the study area to identify the architectural and streetscape heritage features (e.g. parapets, roof forms, view lines, corner sites) that are relevant to a consideration of built form recommendations.
3. Participation in workshops with Council and Hansen Partnership. The workshops:
  - Reviewed the existing built form characteristics and subdivision patterns of the area.
  - Identified the desired future character of the Collingwood Mixed Use Pocket against heritage analysis and state and local planning policy drivers.
  - Reviewed the key views of landmarks identified in Clause 22.03 – Landmarks and Tall Structures policy and other precinct-based landmarks such as the Foy & Gibson chimneys.
  - Tested built form parameters for new development against the existing heritage fabric within the Collingwood Mixed Use Pocket through modelling prepared by Hansen Partnership.
4. Finalisation of heritage recommendations for new built form parameters having considered the above.

All photographs were taken by GJM unless otherwise stated.

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## 2. Analysis of the Planning Context

### 2.1 Activity Centre Planning and Heritage

The *Planning & Environment Act 1987* and the Victoria Planning Provisions (VPP) requires planning and responsible authorities to take a balanced approach to strategic and statutory planning functions that consider potentially competing objectives in an integrated manner to deliver a net community benefit for current and future generations.

The objectives of planning in Victoria as set out in Section 4(1) of the Planning and Environment Act are:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To facilitate development in accordance with the objectives set out in the points above.*
- *To balance the present and future interests of all Victorians.*

Clause 10.04 of the VPP addresses 'integrated decision making', and states:

*Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.*

*Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

Mixed Use Zoned land that is also subject to extensive Heritage Overlay controls – such as the Collingwood Mixed Use Pocket – is an example of where the tension between competing planning objectives must be resolved in a balanced way. The Collingwood Mixed Use Pocket has excellent public transport connections, vibrant retail, commercial and hospitality uses within walking distance and a high demand for housing choice. It is also well served for active transport including the Langridge Street and Wellington Street cycle paths.

The area also contains intact heritage fabric that is highly valued by the local community. A balance between the demand for more intensive development with the protection of the heritage buildings and precincts is therefore required. To achieve this, it is considered necessary that the DDO – and the background work that underpins it – specifically includes heritage considerations which frames the design objectives in terms of mandatory and discretionary controls.

### 2.2 Yarra Planning Scheme – Heritage Provisions

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02. Clause 22.10 is also of relevance to the protection of the heritage values of the Collingwood Mixed Use Pocket as this provision includes design guidelines for development abutting land subject to the Heritage Overlay to avoid visually dominate surrounding heritage places.

#### 2.2.1 Heritage Policy

The relevant objective within Clause 21.05-1 'Heritage' of the Municipal Strategic Statement (MSS) is *Objective 14: To protect and enhance Yarra's heritage places*. The relevant strategies to implement this objective are:

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- *Strategy 14.1 - Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
- *Strategy 14.3 - Protect the heritage skyline of heritage precincts.*
- *Strategy 14.4 - Protect the subdivision pattern within heritage places.*
- *Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development within the Collingwood Mixed Use Pocket. Strategy 14.3 to 'Protect the heritage skyline of heritage precincts' would not be achieved unless new upper level development was to be of such low scale that it was fully concealed when viewed from the opposite side of the street as defined by the sightline tests described in Figures 2 and 3 of Clause 22.02. Avoiding any new visible built form above the parapets of buildings within the Heritage Overlay - although achieving the 'best' heritage outcome - would not enable a level of development that may reasonably be expected to be achieved within an inner urban mixed use precinct that offers good access to public transport, employment opportunities and activity centres, nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the Yarra Planning Scheme. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets or roofline of these buildings, the development is set back and massed to retain the primacy of the heritage streetscape, avoiding visually domination of the existing buildings.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance within the Local Planning Policy Framework (LPPF) on development within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

Again, these objectives do not preclude higher density development within the Collingwood Mixed Use Pocket with the possible exception of '*To preserve the scale ... of streetscapes in heritage places*'.

The demolition policy provided at Clause 22.02-5.1 encourages the retention of 'individually significant' and 'contributory' buildings within a heritage precinct. Removal of part of a heritage place or contributory element is contemplated if (in general terms) it can be demonstrated that the removal of the part will not adversely affect the significance of the building, or – for a contributory building – the part is not visible from the street, abutting a park or public open space.

Further, with the exception of those heritage places included on the VHR – and therefore regulated under the *Heritage Act 2017* – internal controls do not apply to heritage places within the study area.

In most circumstances, the planning scheme effectively limits the control of heritage fabric within the study area to that which is visible from the public realm, including street facades, rear laneway views (where they exist) and visible roof and chimney elements.

In relation to 'New Development, Alterations and Additions', Clause 22.02-5.7.1 sets out the following policy:

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#### **General**

*Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*
- *Not remove, cover, damage or change original historic fabric.*
- *Not obscure views of principle façades.*
- *Consider the architectural integrity and context of the heritage place or contributory element.*

*Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*

*Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*

*Minimise the visibility of new additions by:*

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1).*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

*Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

To achieve a reasonable level of development capacity, discretion would need to be applied in relation to the requirements for the full or partial concealment of rear additions described in Figures 2 and 3 of Clause 22.02. This sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one and two-storey dwellings within more typical narrow residential streets and cannot be readily applied to a mixed use precinct without unreasonably constraining development.

Likewise, the policy to 'Discourage elements which ... are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies' may not achieve appropriate urban design and architectural outcomes in areas such as the Collingwood Mixed Use Pocket. In such areas, an 'interpretative' design approach for new upper level development is likely to be more recessive than a 'respectful' or 'historicism' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive. Infill development should continue to demonstrate a 'respectful' approach that references the materiality, window proportions and relationship between solid and void of the heritage buildings.

Clause 22.02-5.7.2 provides the following specific policy relevant to the Collingwood Mixed Use Pocket:

#### **Corner Sites and Sites with Dual Frontages**

*Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and*



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*adjoining or adjacent contributory elements to the heritage place.*

*Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.*

...

#### **Industrial, Commercial and Retail Heritage Place or Contributory Elements**

*Encourage new upper level additions and works to:*

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
- *Incorporate treatments which make them less apparent.*

The above two specific policies will help to effectively inform development proposals and statutory planning decision-making to ensure that the heritage values within the Collingwood Mixed Use Pocket are maintained while accommodating more intensive levels of development.

#### **2.2.2 Landmarks and Tall Structures**

Clause 22.03 – ‘Landmarks and Tall Structures’ identifies a number of landmark buildings and advertising signs to which views should be protected, however none of these landmarks are located within the Collingwood Mixed Use Pocket nor are views afforded from within the precinct.

The relevant policies include:

- *Maintain the prominence of Yarra’s valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra’s valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra’s urban form and skyline.*

The two tall chimneys at the northern end of the Foy & Gibson Complex and the malt tower of the former Yorkshire Brewery, although not identified within Clause 22.03 can be considered precinct-based landmarks.

#### **2.2.3 Built Form and Design Policy**

Clause 22.10 ‘Built Form and Design Policy’ applies to all new development not included in a Heritage Overlay and includes specific design guidelines for development abutting land subject to the Heritage Overlay, in particular:

*New development that is higher than adjacent buildings should adopt a secondary setback for the higher building component which:*

- *Aligns to the street pattern;*
- *Retains existing view lines to nearby heritage places and other key features.*

and

*The height of new development abutting land in a Heritage Overlay should:*

- *Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay;*
- *Design and site taller structures so that they do not visually dominate surrounding heritage places; and*
- *Match the floor levels of the adjacent heritage building.*

This policy only affects land not subject to the Heritage Overlay and seeks to moderate new built form to avoid adversely impacting the setting, or views to, the abutting heritage place.

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#### 2.2.4 Heritage Overlay

The head heritage provision of the VPP, Clause 43.01 'Heritage Overlay', has the following purpose:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Clause 43.01-4 sets out decision guidelines - in addition to those included in Clause 65 - that the Responsible Authority must consider before determining a permit application. These are:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance, heritage study and any applicable conservation policy.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the topping or development will adversely affect the health, appearance or significance of the tree.*

While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose and first decision guideline encompasses the whole SPPF and LPPF (integrated decision-making). Therefore, a balance must be struck between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs including the purpose of the Mixed Use zoning. It is noted that new rear development can often be accommodated behind heritage buildings in mixed use precincts without substantially compromising the identified significant values of these heritage places.

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### 3. Heritage in Design and Development Overlays – Panel Findings

Planning Panels Victoria has recently considered eight Planning Scheme Amendments that are of relevance to this project: Banyule Amendment C93, Bayside Amendments C113, C114 and C115, Boroondara C108, Moreland Amendment C134, Melbourne Amendment C240 and Whitehorse Amendment C175.

All amendments considered the appropriateness of mandatory controls in the context of PPN59 and provide guidance in which circumstances they should be applied. In response to submissions they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions.

These reports provide useful guidance on the form and wording of DDO controls affecting places subject to the Heritage Overlay. In summary, Panel has concluded that:

- The Heritage Overlay identifies what is significant within an Activity Centre.
- Heritage is an appropriate issue for DDOs to provide guidance on to inform future development.
- Mandatory controls should be used in exceptional circumstances and their application should be guided by PPN59 and PPN60.
- Formulae defining the proportion of new built form that can be viewed above the street wall is an appropriate mechanism for informing the design and massing of new built form.

The approach taken in the formulation of the built form controls to manage development affecting heritage places is to complement existing policy. Clause 22.02 - 'Development Guidelines for Sites Subject to the Heritage Overlay' and relevant parts of Clause 22.10 - 'Built Form and Design Policy' have been taken as the starting point for the development of these complementary controls and policy.

Where existing policy is considered to be satisfactory, no additional policy has been recommended; however, where additional policy is considered appropriate to inform appropriate development outcomes, these have been identified. Specific policy has been recommended where it is considered necessary to provide guidance to recognise the current role of these commercial strips and mixed use pockets and enable their future development while protecting their heritage values and streetscape character.

A discussion of the most relevant of these Panel reports – Moreland Amendment C134, Boroondara Amendment C108 and Whitehorse Amendment C175 is provided below.

#### 3.1 Moreland Amendment C134

Sydney Road, Brunswick is a Major Activity Centre with highly intact, predominantly Victorian streetscapes covered by the Heritage Overlay. The Statement of Significance for Moreland HO149 – Sydney Road Precinct<sup>1</sup> notes the precinct is of historical, architectural and social significance to the City of Moreland.

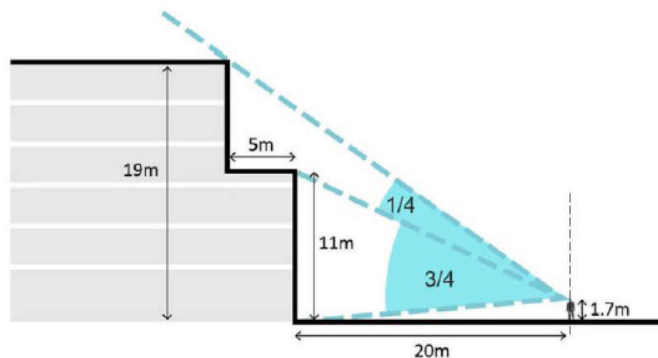
Gazetted on 11 August 2016, Moreland Amendment C134 introduced DDO18, DDO19 and DDO20. DDO18 also provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of ¾ : ¼ street wall to new built form through the following design objective:

- *Be designed to ensure that it occupies no more than one quarter of the vertical angle defined by the whole building in the view from an eye-level of 1.7 metres on the opposite side of the street, as illustrated in Figure 1 below.*

<sup>1</sup> Retrieved from Victorian Heritage Database, 16 June 2017  
(<http://vhd.heritagecouncil.vic.gov.au/places/56076#sthash.7LcbbSIM.dpuf>)

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**Figure 2.** Upper level setbacks along Sydney Road (Figure 1 in Moreland DDO18, retrieved 2 June 2017).

DDO18 also provides a useful model for dealing with upper level development where the existing heritage building has a street wall height of less than the 11m street wall height provided in that control:

- *Where an existing building with a street wall height of less than 11 metres is to be retained for heritage reasons new development may occupy more than one quarter of the vertical angle defined by the whole building outlined in Figure 1 above.*

A similar approach can be adopted for development behind a consistent street wall (where one exists) within the Collingwood Mixed Use Precinct.

Where a consistent street wall does not exist the upper level setback and depth of retention of the heritage building should be guided by the heritage significance of the individual building and its component elements.

### 3.2 Boroondara Amendment C108

The Panel considering Boroondara Amendment C108 discussed the use of mandatory street wall height, upper level setbacks and overall heights across 31 Neighbourhood Activity Centres and three commercial corridors (Camberwell Road/Burwood Road and Canterbury Road).

In its report dated 26 February 2014 Panel noted its strong support for the protection of heritage assets in Boroondara and recommended reinstatement of policy in the exhibited Amendment that encouraged new development on or adjoining a heritage place to be moderated. In particular, the Panel recommended that policy guidance be included that:

*The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.*

The Panel report recognised that mandatory provisions that prescribed standards without a capacity for departures have been supported in areas of consistently high heritage value with consistent character. While acknowledging the heritage values and 'main street' character of the Neighbourhood Activity Centres subject to C108, the Panel also recognised that new development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper level development is either unreasonable or not necessary to achieve the primacy of the street wall.

In conclusion, the Panel accepted some use of mandatory controls within Boroondara's neighbourhood centres, but not in the commercial corridors:

*The Panel recognises that Plan Melbourne foreshadows stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase certainty. The Panel considers the combination of the street wall and upper level setbacks is critical in neighbourhood centres to maintain the established main street character and in these situations mandatory controls can be justified. However, we consider development with elements that exceed the nominated height and/or*



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*adopt alternative setbacks should not be precluded as they may produce better outcomes in some circumstances. The overall maximum height limits should therefore remain discretionary to allow for such circumstances.*

It was the Panel's conclusion that mandatory street wall heights which reflected the dominant character of the neighbourhood centres were acceptable (either 8m or 11m, depending on the context). It also found that if mandatory upper level setbacks were to be adopted, they should be sufficient to ensure that in most cases the upper storey will be clearly distinguishable from the street wall of the heritage building and be a recessive element in neighbourhood centre streetscapes. To achieve this Panel identified 5m as being an appropriate mandatory minimum setback for upper level development in the context of Boroondara's neighbourhood activity centres. The Collingwood Mixed Use Pocket could be considered analogous to a neighbourhood activity centre.

### 3.3 Whitehorse Amendment C175

Whitehorse Planning Scheme Amendment C175 sought to implement the *Box Hill Metropolitan Activity Centre Built Form Guidelines* (Hansen Partnership, 2016) by rezoning land, introducing Built Form Guidelines as a reference document and applying a new DDO to introduce built form controls. In its consideration of this amendment the Panel Report dated 6 October 2017 stated:

*The Panel would have benefited from a more sophisticated analysis of the heritage precinct that utilised three-dimensional modelling, sight lines and view-sheds to help understand the rationale for the proposed heritage related controls. Without this basic information, it is difficult to determine whether the proposed controls are appropriate...*

and concluded that in the absence of this modelling:

- *The Built Form Responses regarding Heritage should not proceed in their current form.*

The absence of three-dimensional modelling, and sight line and view-shed analysis in relation to those areas of the Box Hill Activity Centre that are subject to the Heritage Overlay appears to have been critical in Panel recommending that the proposed built form controls not be applied to address heritage.

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## 4. Description & Zoning

### 4.1 Description

The built form character of the Collingwood Mixed Use Pocket differs dramatically north and south of Peel Street, with the northern portion dominated by the Foy & Gibson Woollen Mills and Factory Complex.

#### 4.1.1 Peel Street and South

The built form between Victoria Parade and Peel Street (including the buildings on the north side of Peel Street) is varied and is typified by a mix of single, two and occasionally three-storey industrial buildings and offices dating from the late nineteenth to the late twentieth centuries. The Mixed Use Pocket includes a significant number of remnant single and two-storey dwellings dating from the mid-late nineteenth century that are subject to the Heritage Overlay including intact terraces on Cambridge and Derby Streets. Single, two-storey and taller buildings frequently abut each other, although generally the difference in height between adjacent buildings is no more than two storeys.

Heritage-listed institutional buildings including the former St Saviours Church of England Mission Church on the corner of Mason and Oxford Streets and the former Cambridge Street State School on the corner of Mason and Cambridge Streets are located at the southern end of the precinct. The Vine Hotel and the Sir Robert Peel Hotel occupy key corner sites on Wellington Street at the intersection with Derby and Peel Streets respectively.

#### 4.1.2 North of Peel Street

The character of the area changes dramatically north of Peel Street and is dominated by the Foy & Gibson Complex which was developed from the 1880s until the 1920s. The large complex of woollen mills, factory, warehouse and office buildings range in height from single storey to five-storeys in height and are constructed of brick with rendered parapets and dressings. Parts of the Foy & Gibson Complex has been converted to apartments with two-storey rooftop additions. The twin chimneys at the northern end of the complex are a local landmark.

North of Stanley Street the Collingwood Mixed Use Pocket has been largely developed as medium rise apartment development with a row of single storey houses dating from the mid-nineteenth to the early twentieth century on the north side of Napoleon Street.

#### 4.1.3 Recent Development

Although the current built form of the Collingwood Mixed Use Pocket is typically finer grained single or two-storeys in scale south of Peel Street with larger industrial buildings of up to five-storeys within the Foy & Gibson Complex, there are a number of developments of greater height either approved, under construction or recently completed. On the eastern side of Cambridge Street two 10-storey developments are currently under construction at 72-90 Cambridge Street and 73-77 Wellington Street. On the corner of Cambridge and Langridge Streets, construction of a 14-storey development is underway at 61-71 Wellington Street. A seven-storey building is currently being constructed at 95 Wellington Street and a nine-storey building is being constructed at 47 Peel Street. VCAT recently approved a major development of up to 11-storeys at 1-57 Wellington Street which abuts land subject to the Heritage Overlay to the north, south and west. It is noted that none of these sites are subject to heritage controls.

Outside the Collingwood Mixed Use Pocket, but within the general vicinity, is a 10 to 12-storey building approved at 2-16 Northumberland Street and an eight-storey building under construction at 7-15 Little Oxford Street. The Former Yorkshire Brewery site at 1-21 Robert Street is also outside the Collingwood Mixed Use Pocket and has been redeveloped with residential towers of up to 14-storeys.

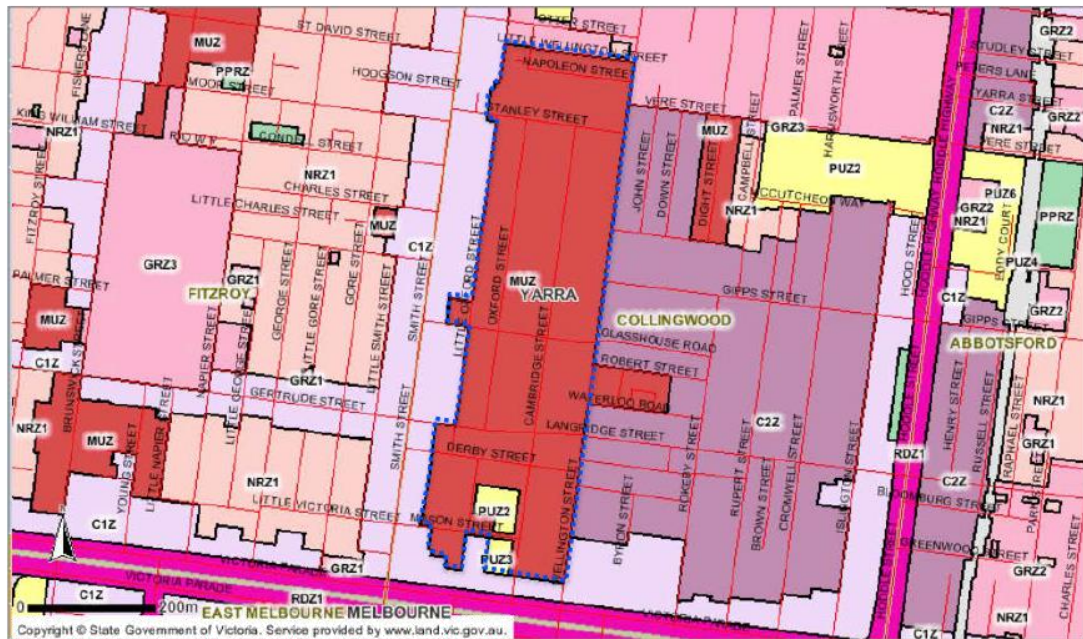
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#### 4.2 Zoning

The land within the Collingwood Mixed Use Pocket is included within the MUZ with two parcels of land subject to the Public Use Zone (PUZ) – the former Cambridge Street State School, 19 Cambridge Street (PUZ2 – Education) and the public housing units at 3 Cambridge Street (PUZ3 – Health & Community).

There are no changes proposed to the zoning within the Collingwood Mixed Use Pocket.



**Figure 3.** Zoning map showing the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)

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## 5. Existing Heritage Status & Recommended Changes

### 5.1 Existing Heritage Character

The Collingwood Mixed Use Pocket has rich and varied heritage fabric interspersed with non-heritage properties. It includes substantial parts of two heritage precincts, a number of individual Heritage Overlay places, and two major industrial complexes that are included on the VHR. These heritage places include several distinct building types:

- Nineteenth century single and two-storey residences
- Two-storey shop / residence commercial buildings
- Small-scale (one to two-storey) factory buildings (former Dyason & Co. Cordial Factory and the former Fruit Preserving Factory Complex)
- Institutional buildings (former St Saviours Church of England Mission Church and former Cambridge Street State School)
- Hotels (Sir Robert Peel Hotel and The Vine Hotel)
- Large-scale industrial buildings and structures (the Foy & Gibson Complex)

The majority of these structures share the following characteristics:

- Masonry (brick) construction with less than 40% of the wall comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with pitched and hipped roofs to dwellings and shop/residences, and saw-tooth roofs on larger industrial buildings
- No setback from the street frontages (except in the case of residential dwellings, which are commonly set back and have a front verandah)
- Visible chimneys.
- Roofing materials include corrugated steel, slate and terracotta tiles.

Single storey dwellings generally have visible roof forms extending the depth of the front two rooms, while the roofs of two-storey terraced houses are generally hidden behind plain or elaborately decorated parapets.

The shop / residences such as those found on Cambridge and Derby Streets feature shopfront glazing to the ground floor.

The factory and industrial buildings that date from the late nineteenth and early twentieth century range in scale from single to five-storeys in height and are constructed of brick with bluestone bases and rendered parapets and dressings. These buildings normally feature larger vehicle and goods entrances on the ground floor. The roofs of these buildings are generally hidden by parapets although the more recent single to two-storey roof-top additions are partially visible from the public realm.

The former St Saviours Church of England Mission Church on the corner of Mason and Oxford Streets is distinctive for its construction in squared rubble bluestone.



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#### 5.2 Victorian Heritage Register

Large parts of the former Foy & Gibson Complex between Little Oxford Street in the west and Cambridge Street in the east are included on the VHR as follows:

Victorian Heritage Register				
VHR	Name	Address	Heritage Overlay	Date
H0896	Part of former Foy & Gibson Complex (Furnishings Warehouse and Clothing Factory)	79-93 Oxford Street	HO127	1887
H0897	Part of former Foy & Gibson Complex (Powerhouse and Motor Garage)	95-101 Oxford Street	HO128	1908
H0755	Part of former Foy & Gibson Complex	68-158 Oxford Street and 103-115 Oxford Street and 107-131 Cambridge Street and 7 Stanley Street and 158-172 Oxford Street	HO129	1887

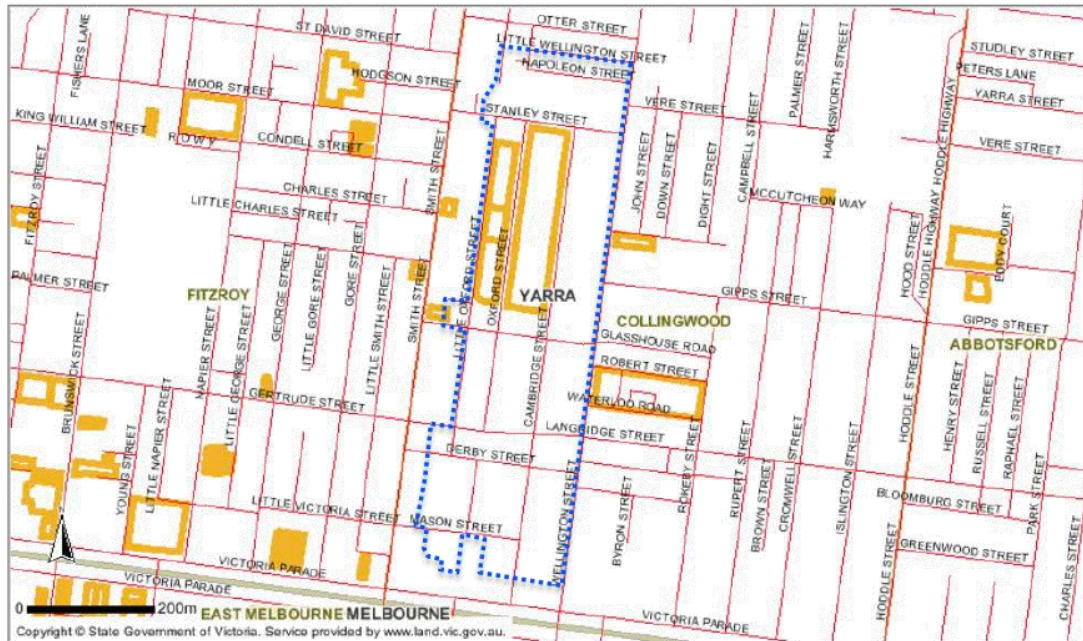
Clause 43.01-2 of the Victoria Planning Provisions does not create a permit trigger under the Heritage Overlay to develop a heritage place which is included in the VHR, other than an application to subdivide a heritage place of which all or part is included on the VHR.

Therefore, a DDO applied to the parts of the former Foy & Gibson Complex included within extent of the VHR registrations (VHR H0755, H0896 & H0897) should not include controls or policy that is intended to protect the significance of those heritage places as these matters fall outside Council's jurisdiction. All heritage decisions in relation to works and development on properties in the VHR will be made by the Executive Director under the provisions of the *Heritage Act 2017*. Having said that, the DDO applying to places included on the VHR may include built form controls or policy aimed at protecting the heritage values of adjacent land that is subject to the Heritage Overlay.

While not included within Clause 22.03 – Landmarks and Tall Structures, the twin chimney stacks at the northern end of the former Foy & Gibson Complex are clearly visible from a number of vantage points from within the Collingwood Mixed Use Pocket, particularly along Oxford and Stanley Streets.

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**Figure 4.** Map showing heritage places included on the VHR (outlined in yellow) with the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)



**Figure 5.** former Foy & Gibson Complex (east side of Oxford Street) (VHR H0755)



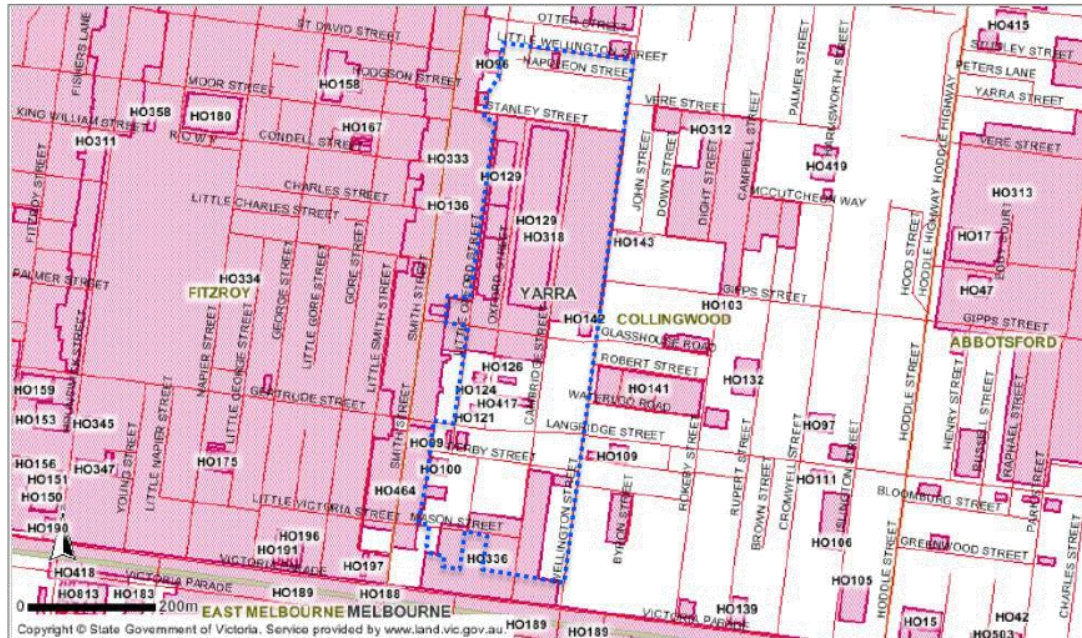
**Figure 6.** Twin chimneys at the northern end of the former Foy & Gibson Complex (VHR H0755)

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## Collingwood Mixed Use Pocket: Heritage Analysis &amp; Recommendations

### 5.3 Heritage Overlay

The Heritage Overlay, affecting both individual properties and heritage precincts, applies to approximately half the land area of the Collingwood Mixed Use Pocket.



**Figure 7.** Heritage Overlay map showing the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)

The current Heritage Overlay controls for the Collingwood Mixed Use Pocket are as follows:

Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO98	Derby House	1 Derby Street	individually significant	1876
HO100	Terrace	3-7 Oxford Street	individually significant	1876
HO101	Johnston House	8 Derby Street	individually significant	1871
HO102	Terrace	10-16 Derby Street	individually significant	1868-69
HO115	Houses	12 Napoleon Street	individually significant	1850-60
HO121	House	37 Oxford Street	individually significant	1869
HO122	Houses	39-41 Oxford Street	individually significant	1869
HO123	Terrace	50-52 Oxford Street	individually significant	1864-77
HO124	Terrace	51-55 Oxford Street	individually significant	1858-64
HO125	Terraces	57-63 Oxford Street	individually significant	1873-78
HO126	Terrace	58-62 Oxford Street	individually significant	1858-64
HO142	Sir Robert Peel Hotel	125 Wellington Street	individually significant	1912



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Precinct Heritage Overlays				
Heritage Overlay	Name	Address (within Collingwood Mixed Use Pocket)	Appendix 8 grading	Date
HO318	Collingwood Slope Precinct	Little Oxford, Oxford, Cambridge, Wellington, Stanley and Peel Streets	various	1850-1940
HO336	Victoria Parade Precinct	Cambridge and Mason Streets	various	1850-1940
HO464	Smith Street South Precinct, Fitzroy and Collingwood	Rear part of 32-36 Smith Street only	Not contributory	2000s



**Figure 8.** Sir Robert Peel Hotel (corner of Peel and Wellington Streets) (HO142) (City of Yarra)



**Figure 9.** former Foy & Gibson Complex (east side of Cambridge Street) (HO318)



**Figure 10.** former Dyason & Co. Cordial Factory, 44 Oxford (HO417)



**Figure 11.** former Cambridge Street State School, 19 Street Cambridge Street (HO336)



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**Figure 12.** Single storey houses, 51-63 Oxford Street (HO124 and HO125)



**Figure 13.** Cambridge Terrace, 50-62 Cambridge Street (HO336)

#### 5.4 Recommended Changes to Heritage Controls

There are a number changes recommended to the heritage controls for the Collingwood Mixed Use Precinct, both to the extent of the Heritage Overlay and potentially to the registered extents of places included on the VHR, which are discussed below. It is also recommended that the Statement of Significance for the Collingwood Slope Precinct and Victoria Parade Precinct and site-specific Heritage Overlays be updated to accurately capture the important heritage features of the various heritage places.

It is recommended that updated Statements of Significance be prepared for all buildings of atypical form such as the former Dyason & Co. Cordial Factory, Sir Robert Peel Hotel, The Vine Hotel, the former St Saviours Church of England Mission Church and the former Cambridge Street State School to inform any future redevelopment.

##### 5.4.1 Amendments to the VHR - Former Foy & Gibson Complex

The former Foy & Gibson Complex is one of the most important and intact industrial complexes of the late nineteenth and early twentieth centuries in Victoria and is the dominant feature of the Collingwood Mixed Use Pocket between Stanley Street in the north and Peel Street to the south.

While the majority of the complex is included on the VHR as part of three separate registrations (VHR H0755, H0896 & H0897) there are large parts of the complex that are not included within the extent of registration. The buildings that are not included on the VHR but which form an integral part of the former Foy & Gibson Complex are as follows<sup>2</sup>:

1. The Whiteware Factory (1912), 125 Oxford Street
2. The Spinning Mills Building / Warehouse (1919-23), 120 Cambridge Street
3. The Weighbridge Building (date unknown), 111 Wellington Street (note: 111 Wellington Street forms part of the cadastral block identified in Planning Maps Online as 120 Cambridge Street)
4. The Woollen Mills Weaving Building (1912-23), 117 Wellington Street (identified as 113 Wellington Street in Appendix 8).

<sup>2</sup> The dates are taken from Andrew C Ward & Associates, *Foy and Gibson's Manufacturing Complex: submission to the Historic Buildings Council* (August 1989)

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**Figure 14.** 125 Oxford Street (©Google, Aug 2017)



**Figure 15.** 120 Cambridge Terrace (City of Yarra)



**Figure 16.** 111 Wellington Street  
(City of Yarra)



**Figure 17.** 117 Wellington Street (City of Yarra)

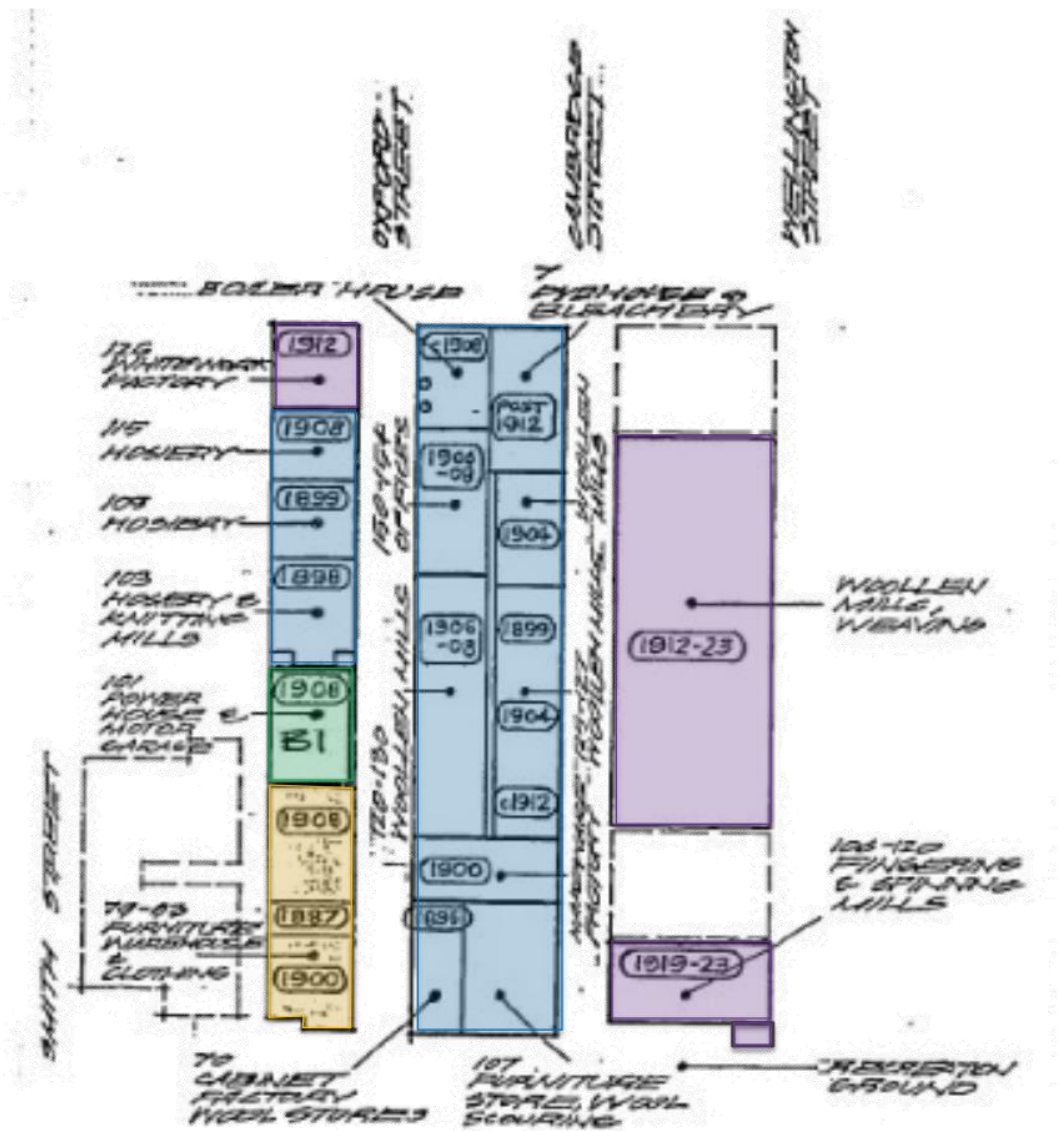
There are also anomalies within the existing extent of registration with part of the complex between Little Oxford Street and Oxford Street apparently included within both VHR H0755 and H0897. Current heritage practice would be to treat the whole of the former Foy & Gibson Complex as a single heritage place, which would enable the impact of works and development to be considered more holistically against the heritage values of the whole complex rather than smaller portions of the heritage place.

It is recommended that a nomination be made by Council under section 27 of the *Heritage Act 2017* to combine the existing three registrations (VHR H0755, H0896 & H0897) and include the following additional land and buildings:

1. 125 Oxford Street
2. 120 Cambridge Street
3. 111 Wellington Street
4. 117 Wellington Street (excluding the post-Second World War addition at the northern end)

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**Figure 18.** Existing extent of VHR Registration with proposed additional land and building shaded in purple (Adapted from Andrew C Ward & Associates, *Foy and Gibson's Manufacturing Complex: submission to the Historic Buildings Council* (August 1989))

Key:	Blue	VHR H0755
	Yellow	VHR H0896
	Green	VHR H0755 and VHR H0897
	Purple	recommended extension to the extent of registration



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#### 5.4.2 18-22 Derby Street

The terrace of three two-storey brick houses at 10 to 14 Derby Street is included on the Heritage Overlay as HO102 and is graded 'individually significant'. The three terraced buildings at 18 to 22 that make up the remainder of the land between Little Oxford Street and the Oxford Street Reserve have a similar parapeted form and date from a similar period (c.1860-70) but are not included within HO102. Numbers 18, 20 and 22 are finished in render rather than exposed biochromatic brickwork. These three buildings form a small group of reasonably intact mid-nineteenth century terraced dwellings that may warrant inclusion on the Heritage Overlay.

Number 18 is a two-storey dwelling set back from Derby Street by the depth of the verandah. Its neighbour at number 20 shares the same form and detailing but no longer has a verandah with the setback from the street converted to a small garden. Number 22 at the end of the terrace is a shop / residence with a splayed corner and return that faced what was Oxford Street and is now a small reserve.

While more heavily altered than 10 to 14 Derby Street these three buildings should be assessed to determine whether or not they meet the threshold for inclusion on the Heritage Overlay. The extent of these properties is shown on Figure 22.



Figure 19. 10-22 Derby Street

#### 5.4.3 33-45 Derby Street

Opposite the northern end of HO336 – Victoria Parade Precinct, numbers 33 to 45 Derby Street continue the consistent two-storey scale, parapeted built form of the eastern side of Cambridge Street, which is subject to the Heritage Overlay.

The shop / residence at the southwest corner of the intersection of Cambridge and Derby Street (45 Derby Street) shares an almost identical form to Cambridge Terrace (50-62 Cambridge Street and 47 Derby Street) on the opposite side of Cambridge Street. This building has a splayed corner mirroring the shop / residence on the opposite corner. Instead of the buff brick details that articulate the red brick façade of Cambridge Terrace, 45 Derby Street has a rendered parapet and dressings.

39, 41 and 43 Derby Street are three late-nineteenth century shop / residences with reasonably intact first floors and architectural detailing. All three have lost their original shopfronts with numbers 39 and 41 having been infilled with masonry. Number 43 Derby Street is wider (two bays wide) than its immediate neighbours and is constructed of (overpainted) brick. This building retains its parapet, rendered cornice, string course and corbelled pilasters at first floor level. Number 41 has a rendered façade, retains its original two-over-one first floor window joinery and continues the same architectural detailing as number 43. Number 39 Derby Street is constructed of brick with a balustraded cement render parapet and has more elaborate cornice, string course and decorative elements than numbers 41 and 43. 39 Derby Street also retains a historic painted sign on the frieze. The retained chimneys of these three buildings are visible from Derby Street.



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Number 33 Derby Street is occupied by three buildings, a plain single storey parapeted showroom (Australian Galleries) dating from the mid-late twentieth century to the east of the cadastral block, a single storey garage with plain parapet in the centre and a highly intact two storey rendered Italianate terraced house at the western end. The Italianate house is likely date to a similar period (c.1860-70) to the terraces on the northern side of Derby Street.

The buildings between 33 Derby Street and Oxford Street are post-Second World War single and two storey commercial buildings.

It is recommended that numbers 33 to 45 Derby Street be considered for inclusion on the Heritage Overlay as an extension of HO336. The extent of the area recommended for further consideration is shown on Figure 22.



Figure 20. 39-45 Derby Street



Figure 21. 33-45 Derby Street



Figure 22. Heritage Overlay map showing the areas recommended for further assessment. 18-22 Derby Street are shaded in yellow and 33-45 Derby Street are shaded in blue.

#### 5.4.4 Other mapping and grading corrections

**Former Cambridge Street State School, 19 Cambridge Street**

The map shows a section of Collingwood, Victoria, Australia. The streets depicted are Little Oxford Street, Oxford Street, and Collingwood Yarra. The map is divided into numerous lots, many of which are numbered. Some lots are highlighted in pink, including those numbered 100, 98, 96, 94, 92, 90, 88, 86, 84, 82, 80, 78, 76, 74, 72, 70, 68, 66, 64, 62, 60, 58, 56, 54, 52, 50, 48, 46, 44, 42, 40, 38, 36, 34, 32, 30, 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4, 2, and 1. A green lot is also visible, numbered 1. The map includes a scale bar and a north arrow.

(Planning Maps Online, retrieved 2 May 2018)

**Former Foy & Gibson Weighbridge Building, 111 Wellington Street**

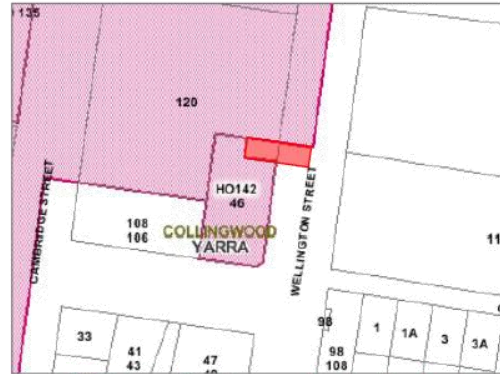
The proposed extension of HO318 is shown on Figure 26.

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**Figure 25.** Aerial photograph and the extent of HO318 and HO142 showing 111 Wellington Street excluded from the extent of the Heritage Overlay  
(Planning Maps Online, retrieved 27 April 2018)



**Figure 26.** Heritage Overlay map showing the showing the recommended additions to the extent of HO318 in red  
(Planning Maps Online, retrieved 27 April 2018)

#### Former Foy & Gibson Woollen Mill, 117 Wellington Street

The former Woollen Mills Weaving Building at 117 Wellington Street (identified as 113 Wellington Street in Appendix 8) is graded 'contributory'. Given the intact condition of this building and historic function associated with the broader Foy & Gibson Complex is recommended that this building be included within a revised extent of registration on the VHR for the former Foy & Gibson Complex.



**Figure 27.** 117 Wellington Street (City of Yarra)

#### Recent Developments (20 Peel Street)

We also note that Appendix 8 has not been updated to reflect recent developments that have resulted in the demolition of graded buildings. In cases such as 18-22 Peel Street, Appendix 8 should identify these properties as 'not contributory'.

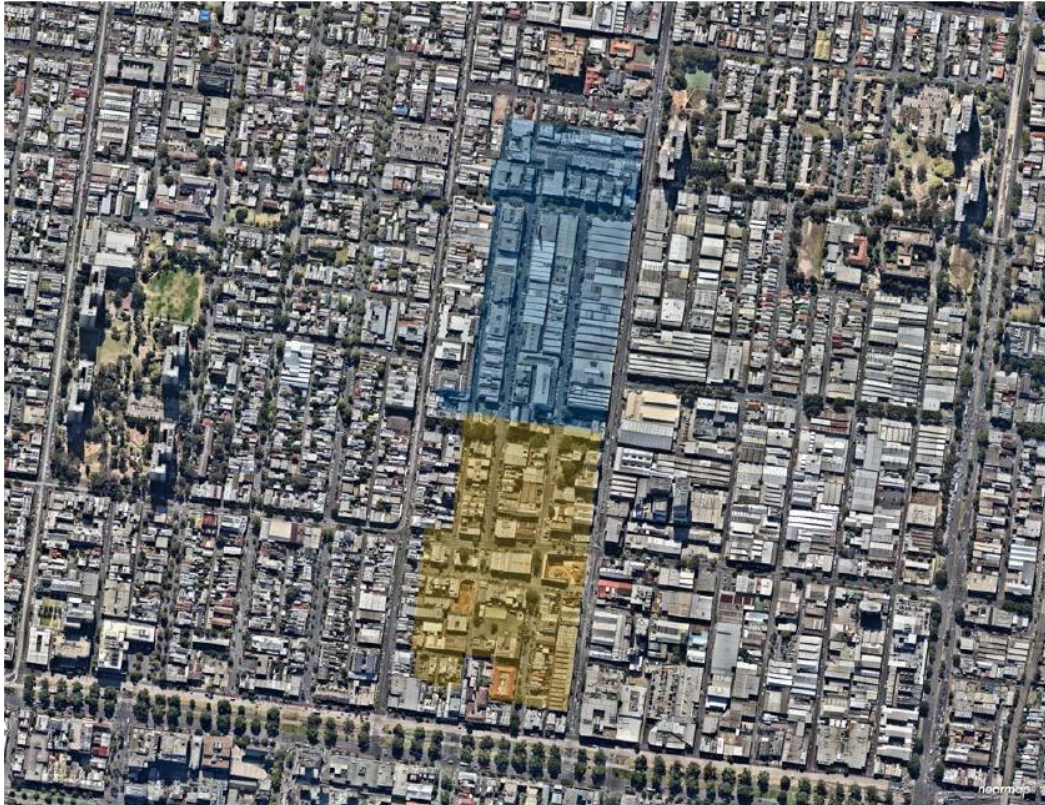


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## 6. Potential Future Character Considerations

The Collingwood Mixed Use Pocket contains two distinct historic character areas: the area of fine grained, smaller scale residential and commercial development along and south of Peel Street, and the area of large-scale late-nineteenth and early twentieth century industrial buildings associated with the former Foy & Gibson Complex north of Peel Street.



**Figure 28.** Aerial photograph of the Collingwood Mixed Use Pocket – land north of Peel Street shaded in blue and land south shaded in yellow (©nearmap, 4 April 2018)

The development pattern of the Collingwood Mixed Use Pocket illustrates the full history of Melbourne's inner suburban development from small mid-nineteenth century cottages to later terraced housing and commercial buildings, and from industries that flourished from the 1870s until the post-Second World War to the contemporary apartment and mixed-use development being constructed today. The current pattern of development has the potential to overwhelm the low-scale heritage character of the area, but if well designed and located these new developments can integrate appropriately into the mixed context of heritage and non-heritage buildings.

### 6.1 Southern Sub-Precinct – Peel Street and South

The Collingwood Mixed Use Pocket between Victoria Parade and Peel Street (including the buildings on the north side of Peel Street) is diverse in character, use and scale. It includes sites that range from narrow allotments to larger former industrial sites (such as 1-57 Wellington Street) and includes a substantial area not subject to the Heritage Overlay. The heritage-listed buildings on Oxford Street do not form a contiguous group, whereas those on Cambridge Street, particularly those south of Derby Street, form a substantially intact row. The existing heritage places on Derby Street include small groups and individual buildings, which may be



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extended if 18-22 and 33-45 Derby Street are assessed as meeting the threshold for inclusion on the Heritage Overlay. Of the group of single storey houses included within HO336 on the southern side of Mason Street the pair of terraces at 13 and 15 Mason Street have small front gardens while numbers 17-21 are built to the street boundary.

On those sites that are neither located on, nor abut, land subject to the Heritage Overlay, there are no heritage considerations that would influence future character. In these locations, which make up the majority of the southern sub-precinct, new built form controls should be informed by urban design, amenity and other planning considerations recognising the varied nature of the sub-precinct which currently includes three storey commercial buildings sited immediately adjacent to mid-nineteenth century single storey cottages.

On sites subject to the Heritage Overlay or which abut heritage places, new development should respect the scale and subdivision patterns of the fine-grained nineteenth and early twentieth century heritage buildings, which includes single storey cottages, two-storey terraced houses, shop / residences, and the former Dyason & Co. Cordial Factory running between Oxford and Cambridge Streets. Rear additions should be set back and scaled to avoid dominating the heritage buildings, and infill development should respect the scale, materiality and parapet heights of the adjacent heritage buildings. Outside the Heritage Overlay it is recognised that there will be a juxtaposition between the emerging built form and the traditional nineteenth and early twentieth century heritage forms. However, development on sites abutting land subject to the Heritage Overlay should transition between the scale and setbacks of the heritage buildings and the development sites adjacent. While development immediately adjacent to the Heritage Overlay should be encouraged to match the scale of the heritage building as sought by Clause 22.10, the area already accommodates a juxtaposition of height of up to two-storeys between heritage buildings and later twentieth century development, and this relationship should serve as a precedent for future development.

Any redevelopment of key commercial and institutional heritage buildings within this precinct – such as The Vine Hotel, the Sir Robert Peel Hotel, the former Cambridge Street State School and the former St Saviours Church of England Mission Church – should be informed by the updated Statements of Significance and should ensure the prominence of these heritage buildings and their three-dimensional form is retained.

The remaining development sites on Peel Street should respect the scale of the fine-grained heritage properties and transition between these and the larger, more robust forms of the former Foy & Gibson Complex to the north. The recent development at 20 Peel Street being a successful example of this transition.

### 6.2 Northern Sub-Precinct – North of Peel Street

The land extending from north of Peel Street to Stanley Street is almost entirely occupied the former Foy & Gibson Complex, while the area north of Stanley Street has been largely redeveloped with apartments of up to eight storeys in height (only one pair of mid-nineteenth century single storey cottages included in the Heritage Overlay at 12 Napoleon Street [HO115] remain in this area).

The northern part of the Collingwood Mixed Use Pocket has already seen development of up to eight-storeys in scale which has respected the existing context and maintained the Foy & Gibson Complex as the major character-defining element in this sub-precinct. This scale of development can continue without any adverse impact on the heritage values of the sub-precinct as long as the scale of new built form steps down to respect the scale of 12 Napoleon Street and the heritage-listed buildings that abut the MUZ at 2 Stanley Street (HO137), the row of single storey cottages at 33-47 Bedford Street (HO96) and the former St George's Presbyterian Church at 215 Wellington Street (HO144).

A model of redevelopment of the former Foy & Gibson Complex has been established through the adaptive reuse of the existing building, the construction of light-weight roof-top additions, and new infill buildings of up to six-storeys in height (107 Cambridge Street) with upper levels set well back from the street edge. The four to six-storey development at 20 Peel Street by Jackson Clements Burrows Architects provides a model for new development that respects the traditional building pattern of the area and successfully transitions between the

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smaller scale, fine grained residential parts of the mixed use pocket to the more massively scaled former Foy & Gibson Complex.

The continued redevelopment of the former Foy & Gibson Complex should continue the precedent established of roof top additions or new medium-rise development set back from the street edge to retain the three-dimensional form of the industrial buildings.

#### 6.3 Across the Collingwood Mixed Use Pocket

Across the Collingwood Mixed Use Pocket infill development within the Heritage Overlay should reflect the existing street wall or parapet heights with new built form constructed to the street boundary with a street wall height no higher than the taller of the adjoining properties. Single-storey development should be discouraged. However, recognising the existing juxtaposition between lower (single and two storey) and higher (three and four storey) built form some variation on a site by site basis is likely to be acceptable in heritage terms. Infill facades should respect the materiality and relationship between solid and void established by the 'contributory' and 'individually significant' buildings. Where residential buildings within the heritage overlay are set back from the street boundary, new adjacent development should reflect these setbacks.

New upper-level development within the Heritage Overlay or immediately adjacent to heritage places should be set back from the street wall to retain the legibility of the three-dimensional form of the heritage buildings and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the heritage buildings when viewed from the opposite side of the street or in oblique views.

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## 7. Recommended Built Form Parameters

Due to the highly varied character of the heritage buildings subject to the Heritage Overlay within the Collingwood Mixed Use Pocket, separate recommended built form parameters are discussed below for each heritage building typology. The recommended built form parameters draw on the existing provisions of Clauses 22.02 & 22.10 and the industrial heritage policy recently prepared by GJM Heritage as well other policy matters.

### 7.1 Industrial Buildings Subject to the Heritage Overlay

There are a number of former industrial buildings within the Collingwood Mixed Use Pocket ranging from small scale local factories, such as the former Dyason & Co. Cordial Factory running between Cambridge and Oxford Street, to the major industrial complex of Foy & Gibson, that is made up of a number of large single and multistorey buildings and associated structures.

Former industrial buildings in the Mixed Use Pocket include:

36-42 Cambridge Street	HO336	Former Fruit Preserving Factory complex
44 Oxford Street	HO141	Part former Dyason & Co. Cordial Factory
63 Cambridge Street	HO141	Part former Dyason & Co. Cordial Factory
79-93 Oxford Street	VHR H0896 (HO127)	Part former Foy & Gibson Complex
95-101 Oxford Street	VHR H0897 (HO128)	Part former Foy & Gibson Complex
68-158 Oxford Street / 103-115 Oxford Street / 158-172 Oxford Street / 107-131 Cambridge Street / 7 Stanley Street	VHR H0755 (HO129)	Part former Foy & Gibson Complex
125 Oxford Street	HO318	Part former Foy & Gibson Complex
120 Cambridge Street	HO318	Part former Foy & Gibson Complex
111 Wellington Street	-	Part former Foy & Gibson Complex – missing from HO318 due to a mapping error
117 Wellington Street	HO318	Part former Foy & Gibson Complex
8-10 Peel Street	HO318	Factory / warehouse

Where these places are not included within the VHR, guidelines should deliver outcomes that:

- Retain roof forms, lanterns, skylights, vents or chimneys that contribute to the significance of the building, particularly where these are visible from the public realm.
- Encourage the retention of side elevations visible from the public realm.
- Discourage building over or extending into the air space above the front or principal part of a significant or contributory building.
- Discourage external column/structural supports through the front or principal part of the building.
- Discourage new openings or the widening of existing openings in intact facades.
- Require that the perception of the three-dimensional form and depth of the building is maintained by setting back any upper level additions from the front or principal part of the building, and from visible secondary elevation(s).
- Retain the inter-floor height of existing buildings and avoids new floor plates and walls cutting through existing openings.

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- For additions, encourages designs that interpret historic façade patterning, including fenestration patterns and proportions, the relationship between solid and void and the module of structural bays.
- Discourage the use of highly reflective glazing in both historic openings and new built form.
- Encourage visually lightweight additions and linking elements to transition between historic and new built form.
- Encourage new built form to adopt a subtly contrasting approach that respects the scale and industrial character of the place but is recessive against the heritage fabric.
- Encourage visually lightweight one to two-storey rooftop additions on medium-rise (three or more storey) industrial buildings where the additions are set back a minimum of one structural or façade bay from the principal façade/s.
- Encourage new upper-level development behind one and two-storey industrial facades to be setback a minimum depth of one or more structural or façade bays.
- Require that new built form – as visible from the street – does not exceed the same volume of the historic form.
- Require the preparation of a Conservation Management Plan to guide the redevelopment of industrial complexes containing a number of heritage buildings and features.
- Encourage the interpretation of the historical arrangement of heritage buildings and processes within the complex.
- Encourage the retention of remnant historic signage where it can help interpret the previous uses and history of the place.

### 7.2 Fine Grained Commercial Buildings Subject to the Heritage Overlay

There are a small number of two-storey shop / residences within the Collingwood Mixed Use Pocket - particularly on Peel Street, at the southern end of Cambridge Street within HO336 and on Derby Street - which are recommended to be assessed for inclusion within the Heritage Overlay. These buildings are generally built to the street boundary and have parapeted front façades.

These properties include:

39-45 Derby Street	-	Recommended for further heritage assessment
22 Derby Street	-	Recommended for further heritage assessment
47 Derby Street	HO336	Shop / residence
2-4 Peel Street	HO318	Shop / residences
9-11 Peel Street	HO318	Former Star Hotel
24-32 Peel Street	HO318	Shop / residences
31 Peel Street	HO318	Shop / residence

In addition to the considerations within Clause 22.02, guidelines for these buildings should deliver outcomes that:

- Ensure the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Encourage the retention of heritage fabric to the depth of the front two rooms.
- Retain the visual prominence of return façades of buildings on corner sites.
- Retain roofs and chimneys visible from the public realm.
- Ensure that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of the street.



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- Ensure that any upper level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the retention of remnant historic signage where it can help interpret the previous uses and history of the place.

### 7.3 Fine Grained Residential Buildings Subject to the Heritage Overlay

The Collingwood Mixed Use Pocket includes a number of early single storey cottages included in site-specific Heritage Overlays, most notably on Napoleon and Oxford Streets. These small-scale residential buildings are often located in mixed contexts that include multi-storey commercial and former industrial buildings. There are also two-storey terraced houses that are subject to site-specific or precinct-based Heritage Overlays, particularly on Cambridge, Derby, Oxford, Peel and Stanley Streets.

These properties include:

12 Napoleon Street	HO115	Pair of single storey houses
6 Peel Street	HO318	Two-storey terraced house
25-27 Peel Street	HO318	Two-storey terraced houses
13-17 Peel Street	HO318	Single storey terraced houses
14-34 Cambridge Street	HO336	Single and two storey terraced houses
50-62 Cambridge Street	HO336	Two-storey terraced houses
87-93 Cambridge Street	HO318	Single and two-storey terraced houses
97 Cambridge Street	HO318	Former Collingwood Workers Home
37 Oxford Street	HO121	Two-storey terraced house
39 Oxford Street	HO122	Single storey terraced house
51-57 Oxford Street	HO124	Single semi-detached houses
59-61 Oxford Street	HO125	Single semi-detached houses
50-52 Oxford Street	HO123	Two-storey terraced houses
58-62 Oxford Street	HO126	Single storey houses
1 Derby Street	HO98	Two-storey terraced house
3-7 Derby Street	HO100	Two-storey terraced houses
8 Derby Street	HO101	Two-storey terraced house
10-14 Derby Street	HO102	Two-storey terraced houses
18-20 Derby Street	-	Recommended for further heritage assessment
13-21 Mason Street	HO336	Single storey terraced houses

In addition to the considerations within Clause 22.02, guidelines for these buildings should deliver outcomes that:

- Ensure the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Encourage the retention of the heritage fabric to the depth of the front two rooms of the building.
- Retain the visual prominence of return façades of buildings on corner sites.
- Retain roofs and chimneys visible from the public realm.

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- Encourage new additions to be partially concealed when viewed from the opposite side of the street.
- Ensure that new development does not visually dominate the existing heritage fabric and encourage new rear development to be partially concealed.
- Ensure that any upper level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

#### 7.4 Prominent Buildings Subject to the Heritage Overlay

Prominent heritage buildings within the Collingwood Mixed Use Pocket include the former Cambridge Street State School, the former St Saviours Church of England Mission Church and the Sir Robert Peel Hotel. In the context of the precinct these buildings are atypical in their form and all occupy corner sites. Their redevelopment should be informed by revised Statements of Significance and the application of Clause 22.02 of the Yarra Planning Scheme.

These properties include:

6 Oxford Street	HO336	Former St Saviours Church of England Mission Church
19 Cambridge Street	HO336	Former Cambridge Street State School
59 Wellington Street	HO140	The Vine Hotel
46 Peel Street	HO142	Sir Robert Peel Hotel

In addition to the considerations within Clause 22.02, guidelines for these places should deliver outcomes that:

- Ensure the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the existing roofs and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Encourage the retention of the whole of the historic form of the building visible from the public realm.
- Retain the visual prominence of the return façades.
- Retain roofs and chimneys visible from the public realm.
- Ensure that any upper level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality
- Encourage the retention of remnant historic signage where it can help interpret the previous uses and history of the place.

#### 7.5 Infill Sites within the Heritage Overlay

Infill sites are those included within the Heritage Overlay that are graded 'not-contributory'.

Those properties include:

23 Mason Street	HO318	Not-contributory building
64 Oxford Street	HO318	Not-contributory building
19 Peel Street	HO318	Not-contributory building
8 Derby Street (rear)	HO101	Vacant site facing Langridge Street
33 Derby Street (eastern part)	-	Recommended for further heritage assessment

In addition to the considerations within Clause 22.02, guidelines for these places should deliver outcomes that:

- Encourage the street wall height to not exceed that of the façade height of the tallest adjacent graded building.
- Encourage front setbacks to match those of the adjacent graded building.

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

- Where the new development is on a site that is wider than the adjacent graded building, allow the height and setback to transition over part of that site equal in width to the adjacent heritage place.
- Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.
- Ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth century buildings.
- Ensure fenestration patterns of new development generally reflects the vertical proportions of nineteenth and early twentieth century façades and avoids large expanses of glazing with a horizontal emphasis.
- Avoid the use of unarticulated curtain glazing or highly reflective glass.
- Avoid the replication of existing decorative features and architectural detail.
- Ensure that any upper level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

### 7.6 Development Abutting Land Subject to the Heritage Overlay

Clause 22.10 includes provisions designed to moderate new built form to avoid adverse impacts on the setting of, or views to, an abutting heritage place.

Consistent with the application of Clause 22.10, guidelines should deliver outcomes for land in the Collingwood Mixed Use Pocket immediately adjacent to properties on the Heritage Overlay that:

- Encourage the street wall height to not exceed that of the façade of the adjacent heritage building, noting that there a number of circumstances where a two storey juxtaposition between the height of the heritage building and newer development already exists.
- Encourage front setbacks to match those of the adjacent heritage place.
- Where the new development is on a site that is wider than the adjacent heritage place allow the height and setback to transition over part of that site equal in width to the adjacent heritage place.

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## 8. Built Form Recommendations

A DDO applied to the Collingwood Mixed Use Pocket should include provisions to complement but not replicate policy within Clauses 22.02 & 22.10 of the Yarra Planning Scheme to inform new development.

Having regard to the Built Form Testing utilising modelling prepared by Hansen Partnership, we recommend the following built form controls be applied through a DDO to ensure an appropriate balance is struck between new development and the retention of heritage values within the study area.

Built Form Element	Requirement	Rationale
Retention of existing heritage fabric	Retain the main roof form of 'individually significant' places including lanterns, skylights, vents or chimneys.  Retain the three-dimensional form as viewed from the public realm to avoid 'facadism' (preferred)	Retention of the visible roof form and associated elements of 'individually significant' buildings is necessary to retain their three-dimensional form and legibility as buildings in-the-round.  A discretionary control is appropriate given the variation in roof forms and their visibility from the street.
Facade height (infill development in the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context.  A preferred height is appropriate given the variation in heights within the Mixed Use Pocket.
Facade height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the abutting properties subject to the Heritage Overlay.  A preferred height is appropriate given the variation in heights within the Mixed Use Pocket and to allow for the existing variance in street wall heights.
Street wall setback (infill development in the Heritage Overlay)	Match the setback of adjacent heritage building with the lesser setback (preferred)	To ensure new built form responds to the heritage context.  A discretionary control is appropriate given the variation in street wall setbacks within the Mixed Use Pocket.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of adjacent heritage building with the lesser setback (preferred)	To ensure new built form responds to the neighbouring properties subject to the Heritage Overlay.  A discretionary control is appropriate given the variation in street wall setbacks within the Mixed Use Pocket.
Upper level setbacks where the roof form and associated elements are visible from the street (development in the Heritage Overlay)	Set new development back behind the main roof form. (preferred)	To ensure that the new development responds to the heritage form of the building and respects their three-dimensional form and legibility as buildings in-the-round.  A discretionary control is appropriate given the variation in roof forms and their visibility from the street.
Upper level setbacks where the roof form and associated elements are	Minimum 6m (preferred)	A 6m upper level setback from the street wall of new infill development will ensure the heritage terrace



## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

not visible from the street (development in the Heritage Overlay - excluding 117 Wellington Street)		form remains the prominent element within the streetscape. A discretionary control is appropriate to allow for the variety of built form within the Mixed Use Pocket.
Upper level setback (117 Wellington Street)	Minimum 11m (mandatory)	The former Woollen Mills Weaving Building at 117 Wellington Street is the largest un-redeveloped site within the Mixed Use Pocket, and occupies as site approx. 60m wide by 200m long. A setback of 11m represents two façade bays (5.5m each) or one structural bay (11m) and this will allow the three-dimensional form of this large heritage building to be retained. It is therefore considered that a mandatory 11m setback is appropriate and is required to ensure the primary of the single storey street edge is maintained.
Building height on commercial buildings (development within the Heritage Overlay)	New upper level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of the street. (preferred)	Ensures that new development does not visually dominate the existing heritage building. A discretionary control is appropriate to allow for the variety of non-residential built form within the Mixed Use Pocket.
Building height on industrial buildings (development within the Heritage Overlay)	1:1 heritage street wall to new built form ratio when viewed from the opposite side of the street. (preferred)	Ensures that new development does not visually dominate the existing heritage building by requiring that new upper level built form is no greater than the volume of the heritage façade when the site is viewed from the opposite side the street. A discretionary control is appropriate to allow for the variety of appropriate design responses on this large site.
Building height on residential buildings (development within the Heritage Overlay)	New upper level should be partially concealed when viewed from the opposite side of the street. (preferred)	Ensures that new development does not visually dominate the existing heritage building by requiring that new upper level built form to be largely concealed when viewed from the opposite side the street. A discretionary control is appropriate to allow for the variety of residential built form within the Mixed Use Pocket.

### 8.1 Additional Guidance

In addition to the above recommended controls relating to street wall height, upper level setback and visibility of new built form, we recommend that the following design objectives be included within the DDO.

- The adaptation of existing 'contributory' and 'individually significant' buildings should:
  - Discourage highly reflective glazing in historic openings.
  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.

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### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

- New upper level development behind the heritage buildings should:
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building within the streetscape.
  - Incorporate materials and finishes that are recessive in texture and colour.
  - Generally utilise visually lightweight, but high quality, materials that create a juxtaposition with the heavier masonry of the heritage facades.
  - Incorporate simple architectural detailing so it does not detract from significant elements of the existing building or streetscape.
  - Provide a recessive backdrop to the heritage street wall and individual heritage buildings.
  - Avoid highly articulated facades with recessed and projecting elements.
  - Avoid highly contrasting or vibrant primary colours.
  - Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
  - Be articulated to reflect the fine grained character of narrow sites.

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## Appendix 1: Collingwood Slope Precinct Citation - HO318

*Component streets include:*

- Cambridge Street,
- Oxford Street,
- Peel Street,
- Wellington Street.

### Statement of Significance

*What is significant?*

Development of the Collingwood Slope<sup>3</sup> began in 1839 when S A Donaldson acquired the major portion of the area, consisting of lot 52 and part lots 53 and 68, and George Otter acquired the northern portion, consisting of part of lot 73.

The pattern of streets, determined by the government's pre-auction survey, yielded large allotments in a gridiron pattern ideal for speculation and intense subdivision.

Subdivision of these allotments commenced in 1848 (lot 73) and 1849 (lots 52 and 53), and by 1853 the whole of the area, bounded by Smith, Johnson and Wellington Streets and Victoria Parade, was built upon. The area was originally known as East Collingwood. It fell outside of the *Melbourne Building Act* 1849 and was rapidly developed in a relatively unplanned manner by speculators, as a place of small shops and cottages, many of timber.

By the early 1860s, Wellington Street rivalled Smith Street as a commercial precinct and many of the boot and brewing premises established on the Collingwood Slope had spread to the Flat and beyond. While the area contained predominately working class housing and manufactories of varying types, the southern area near Victoria Parade included some grander houses including Portia and Floraston, as well as a number of churches, schools and Dr Singleton's Dispensary in Wellington Street.

In 1883, Foy and Gibson established what was to become a retail and manufacturing empire in the area, when they opened a shop in Smith Street. From then until the 1920s, the entire block bounded by Smith, Wellington, Peel and Stanley Streets (originally occupied by houses, small factories and hotels) underwent a transformation into an industrial landscape which remains externally substantially intact. This major expansionary phase brought woollen mills, clothing manufacture, hosiery, bedding, metal goods and cabinet manufacture to the Heritage Overlay Area at a scale unprecedented in Melbourne at the time; this is reflected in the substantial warehouses which remain today. The Foy and Gibson Complex is on the Victorian Heritage Register and hence is not in the Heritage Overlay Area but forms a major part of the history and context of the Heritage Overlay Area.

By the early 1890s the first phase of development in the area as a whole was almost complete but has since been eroded by mostly post-Second War development.

The MMBW plan of 1898 shows street trees in approximately the locations of the existing plane trees in Peel St as part of the urban fabric extant by the turn of the century. No trees were shown in Stanley St.

### Main development era

The main development period evident in the heritage overlay is that of the Victorian era. There is also a contribution from some well preserved Edwardian-era and inter-war factory buildings and individually significant places of all eras.

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<sup>3</sup> 44 Extends from Stanley Street south to Peel. Street and includes Little Oxford, Oxford, Cambridge and Wellington. Streets, adjoining the Collingwood Flat.

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

#### Contributory elements

The Collingwood Slope Heritage Overlay Area includes contributory residential buildings as typically (but not exclusively) attached Victorian-era mainly two-storey houses having:

- Pitched gabled or hipped roofs, with facade parapets;
- Row house form;
- Face brick (red, bichrome and polychrome), or stucco walls;
- Corrugated iron roof cladding, with some slate roofing;
- Chimneys of either stucco finish or of face brickwork (with moulded caps);
- Post-supported verandah elements facing the street, with cast-iron detailing;
- Less than 40% of the street wall face comprised with openings such as windows and doors;
- Narrow front paved front yards, originally bordered by typically timber or iron picket front fences of around 1m height.

The Collingwood Slope Heritage Overlay Area also includes contributory residential buildings as typically (but not exclusively):

- Victorian-era shops and residences
  - In an attached and mainly two-storey form with the elements described above for residences; and
  - With timber-framed show windows, shopfront plinths, recessed shopfront entries, and zero boundary setbacks;
- Well preserved buildings including mainly two storey industrial buildings from pre Second War era, with zero side and front boundary setbacks.
- Mature street tree plantings (plane trees) in Peel Street; and
- Public infrastructure, expressive of the Victorian-era such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

Also a significant landmark within the heritage overlay (but not part of it because of its listing on the Victorian Heritage Register) is the Foy and Gibson complex with:

- Face red brick walls, in a parapeted form
- Cemented dressings to parapets
- One, two and up to five floor levels
- Timber framed windows and large entry doorways, originally with boarded ledged and braced doors;
- Less than 40% of the street wall face comprised with openings such as windows and doors, symmetrically arranged on the street facade.

#### *How is it significant?*

HO318 Collingwood Slope Heritage Overlay Area is **socially, aesthetically and historically** significant to the City of Yarra (National Estate Register[NER] Criteria E1, A4)

#### *Why is it significant?*

The Collingwood Slope Heritage Overlay Area is significant:

- As a remnant area of substantially 19th mixed commercial, residential and industrial development that once typified the area and is distinguished by its high integrity with many surviving original shopfronts;
- For the contribution provided by well preserved Edwardian-era and inter-war factory buildings;
- For the area's historic context created by the massive and substantially intact former Foy and Gibson factory/ warehouse complex, a red brick and rendered complex dating predominantly from the late nineteenth and early twentieth century. The complex is characterised by a strong sense of mass and a consistency of materials (predominantly red brick with rendered dressings). The former Foy and Gibson complex is of particular significance: this retail and manufacturing empire, established in 1883, was an early example of a new type of retail venture which was based on the earliest department



## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

stores in Europe and the United States. The complex was also considered to be technologically advanced for its large scale use of steam and electric power;

- As a destination for many Melbournians who were employed here (particularly, the former Foy and Gibson complex), and to members of the community who travelled both from within the local area, and from further afield, to shop there and at the Foy and Gibson stores;
- For the early street layouts, together with most original bluestone kerbs and guttering survive. These elements provide an appropriate setting for this collection of buildings and the mature *Platanussp.* street trees further enhance the period expression of the Heritage Overlay Area; and
- For key buildings of individual historical and architectural significance.

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## Appendix 2: Victoria Parade Precinct Citation – HO336

*Component streets include:*

- Cambridge Street,
- Mason Street,
- Oxford Street,
- Victoria Parade.

### Statement of Significance

*What is significant?*

#### Early development

The Victoria Parade Heritage Overlay Area is located at the southern boundary of Collingwood on Crown Portion 52 and includes buildings from the second wave of building development in Collingwood, occurring during the 1880s and 1890s.

#### 1880s-1890s development

The Clement Hodgkinson 1850s map shows a terraced building of six timber houses in Cambridge St, replaced in 1892 by John Raphael's Cambridge Terrace. Further south in Cambridge Street a timber house was replaced in 1891 by a two-storey terrace with unusual cast iron lacework. This was the second phase of the area's development.

By the early 1880s, a number of villas had been constructed in Victoria Parade, including Portia (15 Victoria Parade) and Floraston (39 Victoria Parade). The mansion Walmer (now demolished), at 41-47 Victoria Parade, was set well back on a deep site which backed onto Mason Street and had a large front garden. The site is now occupied by the Melbourne District Nursing Society's After Care Hospital (1926-36).

The former Cambridge Street School (SS. 1895) is the largest non-residential contributory building within the area. Built to replace three smaller schools in Collingwood, it was opened in September 1877. In the early 1920s, the school was granted Higher Elementary School status and was renamed Cambridge Street Central School. The school later operated as the Collingwood English Language School.

The former St Saviour's Church of England, a bluestone Gothic Revival church, was built in 1874-75 next to the school site, on the corner of Oxford and Mason Streets, and enlarged in 1879. The church operated as the Holy Virgins Protection Russian Orthodox Church from 1958.

The MMBW Detail Plan 1208 of 1898 shows the infrastructure which prevailed in the area, with street trees shown in Cambridge St, gas lights, post boxes, pitched crossings in Victoria Parade, plus asphalted and flagstone footpaths.

#### Transport

Cable trams ran along the outbound lane of Victoria Parade from 1886. With electrification in the late 1920s, the tracks were moved to the central reservation and ornamental overhead wire supports erected.

#### Main development era

The main development period evident in the Victoria Parade Heritage Overlay Area is that of the Victorian era with a contribution from the Edwardian-period.

There is also a contribution from a well preserved inter-war building and individually significant places of all eras.

#### Contributory elements

The Heritage Overlay Area contributory elements include (but not exclusively) mainly attached Victorian-era two-storey houses having typically:

## Attachment 2 - C293 Collingwood Mixed Use Pocket - Heritage Analysis and Recommendations June 2018

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

- Pitched gabled or hipped roofs, with some facade parapets,
- Two storey wall heights but with some one-storey houses,
- Face brick (red, dichrome and polychrome) or stucco walls;
- Slate and corrugated iron roof cladding, , with some Marseilles pattern terra-cotta tiles;
- Chimneys of either stucco finish (with moulded caps) or of face red brickwork with corbelled capping courses;
- Post-supported verandah elements facing the street, set out on two levels as required with cast-iron detailing;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by typically iron or timber picket front fences of around 1m height;

#### Contributory elements also include:

- Corner shops and residences with ground level display windows and zero boundary setbacks.
- Victorian-era landmark religious and educational buildings, dominant in scale to the rest of the heritage overlay
- Well preserved buildings from the inter-war era;
- Mature street tree plantings (planes and elms); and
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as some bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

#### *How is it significant?*

HO336 Victoria Parade Heritage Overlay Area, Collingwood is **aesthetically** and **historically** significant to the City of Yarra (National Estate Register[NER] Criteria E1, A4)

#### *Why is it significant?*

The Victoria Parade Heritage Overlay Area is significant:

- As a substantially intact collection of middle class late nineteenth century residential building stock, supported by key commercial, institutional and religious buildings, demonstrating, as a group, the functions of nineteenth century daily life, and representing the second generation of building development having replaced mainly small timber, buildings dating from the first urban settlement of Collingwood in the 1850s;
- For the Victoria Parade frontage to the area, as an important and elegant boulevard entrance to central Melbourne, containing an impressive collection of predominantly two storey Victorian-era residences, hotels and shops; and
- For the early street layouts, together with some original bluestone kerbs and guttering and mature planes and elms, providing an appropriate setting for this important collection of buildings.

**Attachment 3 - C293 Supplementary Heritage Report Collingwood South May 2021**



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**SUPPLEMENTARY HERITAGE REPORT:**  
**COLLINGWOOD SOUTH (MIXED USE) PRECINCT**

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PREPARED FOR: City of Yarra  
DATE: 5 May 2021  
FILE: 2021-009



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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

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### COVER IMAGE

Southeast corner of the intersection of Cambridge and Derby streets within HO336 – Victoria Parade Precinct (April 2021).

### GLOSSARY OF ABBREVIATIONS

DDO	Design and Development Overlay
HO	Heritage Overlay
MAC	Major Activity Centre
MUZ	Mixed Use Zone
NAC	Neighbourhood Activity Centre
PPN	Planning Practice Note
VHR	Victorian Heritage Register

### DOCUMENT VERSIONS

Project No.	Version	Issued To	Date Issued
2019-041	Draft	Fiona van der Hoeven, Practice Leader, Strategic Planning, City of Yarra	30 April 2021
	Final	Joerg Langeloh, Project and Policy Coordinator, Strategic Planning, City of Yarra	5 May 2021



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## Attachment 3 - C293 Supplementary Heritage Report Collingwood South May 2021

### 1.0 INTRODUCTION

In June 2018 GJM Heritage (GJM) prepared the *Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations Report* (Heritage Report). This report, along with the *Collingwood Built Form Framework* prepared by Hansen Partnership (Hansen), informed the City of Yarra's (Council) preparation of the interim Schedule 23 to the Design and Development Overlay (DDO23). Introduced on 22 November 2018, interim DDO23 expires on 30 June 2021.

Council has commissioned GJM to prepare this supplementary report to update the Heritage Report as it pertains to the area of Collingwood South (Mixed Use) Precinct that is subject to DDO23. In particular, this report has been informed by the following:

- The findings of recent Planning Panels considering the following Planning Scheme Amendments:
  - C191yara – Swan Street Activity Centre
  - C220yara – Johnston Street Built Form Controls
  - C231yara – Queens Parade Built Form Review.
- Changes made to the relevant Planning Practice Notes:
  - PPN59: The Role of Mandatory Provisions in Planning Schemes (September 2018)
  - PPN60: Height and Setback Controls for Activity Centres (September 2018).
- The new proposed local policies at Clauses 15.01-1L – Urban Design and 15.03-1L – Heritage.
- Amendments to the application of the Heritage Overlay within the land subject to DDO23.
- Development recently constructed, currently under construction, approved or under assessment within the land subject to DDO23.

Consideration was also given to the more recent heritage built form reviews undertaken by GJM for Brunswick, Gertrude, Johnston, Smith and Victoria Streets, Bridge Road, Alexandra and Victoria Parades and the east and west Fitzroy mixed use precincts.

A site inspection of the land and buildings subject to DDO23 was undertaken on 20 April 2021.



**Attachment 3 - C293 Supplementary Heritage Report Collingwood South May 2021****2.0 STUDY AREA**

The area of land subject to DDO23 includes the majority of land zoned Mixed Use Zone (MUZ) in Collingwood, south of Peel Street, between Smith Street to the west and Wellington Street to the east, including those properties addressing the northern side of Peel Street. North of Peel Street the majority of the MUZ-zoned land is occupied by the former Foy & Gibson Factory complex. DDO23 is subdivided into three areas; Area 1 to the north; Area 2 to the south and Area 3 to the west. A substantial part of Area 3 is subject to large scale, medium rise development that is either under construction or recently completed.

Clause 21.04-2 of the Yarra Planning Scheme identifies Smith Street as a Major Activity Centre (MAC). Amendment C269yara proposes to introduce Clause 11.03-1L (Activity Centres) 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*. The plan at Clause 11.03-1L entitled 'Major and Neighbourhood Activity Centres in Fitzroy' shows the Collingwood South (Mixed Use) Precinct as forming part of the Smith Street MAC.

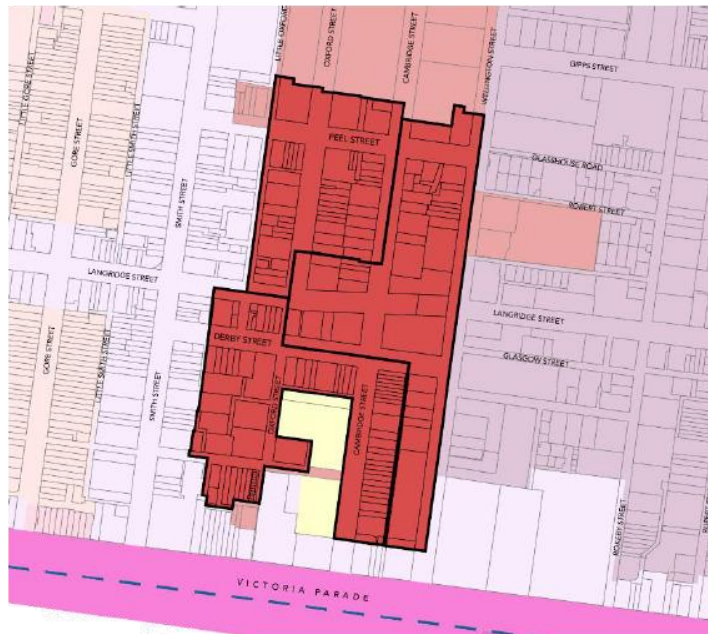
Peel Street forms the interface between the larger scale factory complexes to the north and finer-grained, more varied built form to the south. The carriageway widths within the study area are generally 20m (including footpaths) with some 10m wide streets including Little Oxford and Mason Streets and the section of Oxford Street south of Derby Street.

The built form between Victoria Parade and Peel Street (including the buildings on the north side of Peel Street) is varied and includes a mix of single-, two- and occasionally three-storey industrial buildings and offices dating from the nineteenth to the late twentieth centuries. These are interspersed with a significant number of single- and two-storey dwellings dating from the mid-late nineteenth century that are subject to the Heritage Overlay including intact terraces on Cambridge, Derby and Oxford Streets. Single-, two-storey and taller buildings frequently abut each other, although generally the difference in height between adjacent buildings is no more than two storeys.





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**Figure 1.** Zoning map (extent of DDO23 outlined in black). Blue dash line shows City of Yarra Boundary.

## ZONE KEY

<span style="color: red;">■</span>	MUZ
<span style="color: lightpurple;">■</span>	C1Z
<span style="color: darkpurple;">■</span>	C2Z
<span style="color: orange;">■</span>	NRZ
<span style="color: pink;">■</span>	GRZ
<span style="color: magenta;">■</span>	RDZ
<span style="color: yellow;">■</span>	PUZ
<span style="color: lightgrey;">■</span>	OUTSIDE STUDY AREA



**Figure 2.** Aerial photograph (extent of DDO23 outlined). (Nearmap, 2020)

gjm

### **Attachment 3 - C293 Supplementary Heritage Report Collingwood South May 2021**

Heritage-listed institutional buildings including the former St Saviours Church of England Mission Church on the corner of Mason and Oxford Streets and the former Cambridge Street State School on the corner of Mason and Cambridge Streets are located at the southern end of the precinct.

It is noted that a substantial part of the study area has been developed in recent years. Since the Heritage Report was prepared, development of up to 13 storeys in height has either recently been completed, is under construction or has received planning approval within the Collingwood South (Mixed Use) Precinct.



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### 3.0 HERITAGE STATUS

More than half the land within Areas 1 and 2 of DDO23 are subject to the Heritage Overlay. Area 3 only includes two individual heritage places; the Vine Hotel and the Sir Robert Peel Hotel which occupy key corner sites on Wellington Street at the intersections with Derby and Peel streets respectively.

The Heritage Report recommended further heritage assessments be undertaken of numbers 18-22 and 33-45 Derby Street to determine whether they warranted inclusion in the Heritage Overlay. These assessments were subsequently undertaken and resulted in the extension of existing HO102 to include neighbouring properties at 18-22 Derby Street and 7 Langridge Street and the extension of existing HO336 to also include 33-45 Derby Street. The extent of HO121 (37 Oxford Street) was also amended to include the whole of the cadastral block and HO336 was extended to include the whole of the former Cambridge Street State School at 19 Cambridge Street.



**Figure 3.** Heritage Overlay Map (extent of DDO23 outlined).

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The current Heritage Overlay controls for the Collingwood South (Mixed Use) Precinct are as follow:

Individual Heritage Overlays				
<i>Heritage Overlay</i>	<i>Name</i>	<i>Address</i>	<i>Grading*</i>	<i>Date*</i>
HO98	Derby House	1 Derby Street	individually significant	1876
HO100	Terrace	3-7 Oxford Street	individually significant	1876
HO101	Johnston House	8 Derby Street	individually significant	1871
HO121	House	37 Oxford Street	individually significant	1869
HO122	Crisp House	39-41 Oxford Street	individually significant	1869
HO123	Terrace	50-52 Oxford Street	individually significant	1864-77
HO124	Terrace	51-55 Oxford Street	individually significant	1858-64
HO125	Terraces	57-63 Oxford Street	individually significant	1873-78
HO126	Terrace	58-62 Oxford Street	individually significant	1858-64
HO140	The Vine Hotel	59 Wellington Street	individually significant	1915-25
HO142	Sir Robert Peel Hotel	125 Wellington Street	individually significant	1912
HO417	Former Dyason & Co Cordial Factory	63 Cambridge Street and 44 Oxford Street	individually significant	1889
Precinct Heritage Overlays				
<i>Heritage Overlay</i>	<i>Name</i>	<i>Address (within Collingwood South (Mixed Use) Precinct)</i>	<i>Grading*</i>	<i>Date*</i>
HO102	Terrace	10-22 Derby Street & 7 Langridge Street	various	1868-1872
HO318	Collingwood Slope Precinct	Cambridge, Little Oxford, Oxford and Peel streets	various	1850-1940
HO336	Victoria Parade Precinct	Cambridge, Derby and Mason Streets	various	1850-1940
HO464	Smith Street South Precinct, Fitzroy and Collingwood	Rear part of 32-36 Smith Street only	Not contributory	2000s

\* From the Incorporated Document *City of Yarra Database of Heritage Significant Areas*, July 2020

The former Foy & Gibson Factory complex occupies the land immediately north of the land subject to DDO23. Substantial elements of these factory and warehouse buildings are included on the Victorian Heritage Register (VHR). There are no places included in the VHR within the study area.





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**Figure 4.** Victorian Heritage Register Map (extent of DDO23 outlined).

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### 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*<sup>1</sup>.

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*

<sup>1</sup> Refer to the Panel Report to Yarra C220 chapter 1.2 for further discussion on the pilot project and the amendment to PPN60.



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*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 increased use of mandatory controls. The findings of the Panels considering Amendment C191yara, C220yara and C321yara in relation to the application of mandatory controls within Activity Centres is discussed below.



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### 5.0 HERITAGE IN DESIGN AND DEVELOPMENT OVERLAYS – PANEL FINDINGS

Since the preparation of the Heritage Report, Planning Panels Victoria has considered a number of Planning Scheme Amendments within the City of Yarra that are of particular relevance to the study area:

- C191yara – Swan Street Activity Centre
- C220yara – Johnston Street Built Form Controls
- C231yara – Queens Parade Built Form Review.

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.

These reports also provide useful guidance on the form and wording of DDO controls.

The proposed built form controls to manage development affecting heritage places should 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 were taken as the starting point for the development of these complementary controls and policy noting that these local policies are proposed to be replaced by Clauses 15.03-1L – Heritage and Clause 15.01-1L – Urban Design through Amendment C269yara.

#### 5.1 Yarra Amendment C191

Swan Street, Richmond is a MAC with a highly intact turn of the century commercial 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 variety of 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.

The C191yara Panel considered that it was unnecessary to provide additional parameters in the form of sight lines 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



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by sight line analysis and a consideration of the visibility of new built form behind retained heritage fabric.

### 5.2 Yarra 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. This area forms part of the Johnston Street Neighbourhood Activity Centre. C220yarra introduced built form controls along Johnston Street in the form of DDO15.

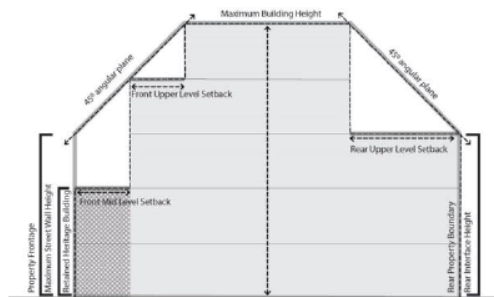
In relation to the application of mandatory upper-level setbacks the Panel stated:

*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.*

...

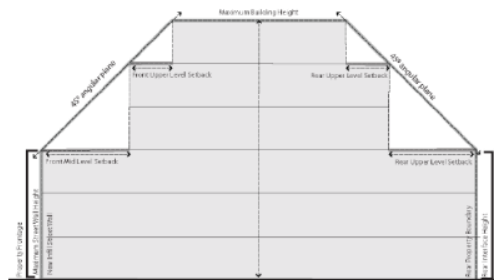
*The Panel does not agree that less significant sections [of Johnston Street] warrant a different treatment. Less significant areas equally deserve to exhibit the overall urban design outcome: a strong street wall with a distinct setback to the mid-level form.*

To achieve these objectives Panel recommended that a building envelope requirement be established which, rather than being based on a sight line test from the opposite side of the street, 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).

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**Figure 6.** Building envelope requirement – Infill Building (Figure 2 in Schedule 15 to Clause 43.02 Design and Development Overlay).

### 5.3 Yarra Amendment C231

GJM prepared the Queens Parade Built Form Heritage Analysis and Recommendations (11 December 2017) that informed Amendment C231yara. C231yara applied built form controls in the form of DDOs to the Queens Parade NAC in Fitzroy North and Clifton Hill and amended the Heritage Overlay controls that apply within the study area.

The Panel for Amendment C231yara found that the strategic work undertaken in support of the Amendment was well founded and 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 for Precinct 4 of the Queens Parade NAC where the heritage streetscapes were the most intact. It also confirmed that a combination of mandatory and preferred height controls should be provided where distinctive heritage fabric warranted greater protection. Further, the Panel recognised that an area with diverse built form - as is evidenced within DDO23 - can have areas of little change where growth can be accommodated elsewhere within the Activity Centre.

### 5.4 Panel Recommendations Summary

In summary, the Panels considering C191yara, C220yara and C231yara 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; these circumstances include, amongst others:

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- where comprehensive strategic work has been undertaken justify the controls
  - where heritage places are set within consistent streetscape form
  - where the mandatory controls facilitate good design and heritage outcomes
  - where discretionary provisions alone would reduce the quality of the heritage streetscape
  - when an appropriate balance is achieved with housing opportunities, economic vitality and renewal within the Activity Centre as a whole.
- It is appropriate to use a combination of mandatory and preferred height and setback controls within a DDO to protect identified heritage places and their setting.
- Sight line analysis or 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, although should not be used as a control within a DDO.



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## 6.0 SCHEDULE 23 TO THE DESIGN AND DEVELOPMENT OVERLAY

While informed by Hansen's *Collingwood Built Form Framework* and GJM's Heritage Report, DDO23 was prepared by Council without direct input from GJM. The recent Panel Reports, changes to PPN59 and PPN60 and further heritage analysis undertaken by GJM warrant a reconsideration of the controls and policy included within interim DDO23 prior to Council progressing permanent controls.



The wide variety of built form and building types, both within and outside the extent of the Heritage Overlay, differentiates the Collingwood South (Mixed Use) Precinct from the more homogeneous commercial high streets considered through Amendments C191yara, C220yara and C231yara. The Fitzroy West and Fitzroy East Mixed Use Precincts form part of the Brunswick and Smith Street MACs respectively (as described in proposed Clause 11.03-1L) and are similar to the Collingwood South (Mixed Use) Precinct in terms of diversity of their built form. One of the principal differences between these mixed use precincts is that while the vast majority of the



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Fitzroy Mixed Use Precincts are subject to the Heritage Overlay (HO334 – South Fitzroy Precinct) less than half of the Collingwood South (Mixed Use) Precinct is.

DDO23 applies preferred (discretionary) controls for the land within the Collingwood South (Mixed Use) Precinct. As well as the preferred maximum heights, DDO23 relies on sight line tests similar to those included at Figures 2 and 3 of Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay, as well as those included in Figure 1 of Schedule 18 to the Design and Development Overlay of the Moreland Planning Scheme and the heritage and built form analysis for other High Streets in Yarra undertaken prior to the release of the Panel Reports considering C191yara, C220yara and C231yara.

DDO23 provides a minimum upper level setback of 6m from the façade of the heritage buildings. Outside land subject to the Heritage Overlay DDO23 includes a setback for 54 and 56 Oxford Street requiring new development match the garden setback at 58 Oxford Street.



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### 7.0 HERITAGE ADVICE AND RECOMMENDATIONS

In light of the recent Panel reports and changes to the relevant Planning Practice Notes discussed above, this report provides updated heritage advice in relation to setbacks, street wall height, upper-level setback and overall height controls for the Collingwood South (Mixed Use) Precinct, and their discretionary versus mandatory nature. It does not review or provide advice on the specific wording within the text of the DDO but provides advice to inform the preparation of an updated DDO control.

#### 7.1 Infill sites

There are very few sites within the extent of the Heritage Overlay that are not graded 'contributory' or 'individual significant' and could be anticipated to be subject to heritage infill development in the future. Those sites within the mapped extent of the Heritage Overlay that can be considered infill sites, and have not been substantially developed in recent years, are generally limited to:

- 35 Derby Street (a non-contributory single-storey building forming part of the land parcel addressed as 33-37 Derby Street)
- 23 Mason Street (an at-grade car park)
- 64-66 Oxford Street (a one- to two-storey postwar factory/warehouse)
- 19 Peel Street (a two-storey late twentieth century office building)
- 26-30 Peel Street (at-grade car park addressing Cambridge Street)
- 1-35 Wellington Street (vacant land addressing Cambridge Street forming the rear part of the large land parcel that is currently being developed as the 'Victoria and Vine' apartment complex of nine mid-rise buildings).

Development on these sites will need to address the heritage provisions of the Yarra Planning Scheme including Clauses 43.01, 15.03-1S and 22.02, and following the introduction of C269yara, Clause 15.03-1L.

In addition to these properties, the pair of un-listed single-storey Edwardian-era houses at 54-56 Oxford Street (located between HO126 to the north and HO123 to the south) and the three-storey commercial building at 43-49 Oxford Street (located between HO124 to the north and HO122 to the south) could be considered infill development although these fall outside the extent of the Heritage Overlay. These potential development sites and others abutting land subject to the Heritage Overlay will need to consider the heritage-related policy at Clause 22.01-3.3 (Setbacks & Building Height), and following the introduction of C269yara, the provisions of Clause 11.01-1L (Urban Design) that consider development adjacent to land in the Heritage Overlay.

#### 7.2 Front setbacks

The majority of buildings within the Collingwood South (Mixed Use) Precinct are constructed to their front boundary, and it would be generally appropriate for new development to follow this pattern of development. Having said that, the majority of residential buildings included within the Heritage Overlay are set back from the street boundary by shallow front gardens. Infill development should match these

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garden setbacks where appropriate in accordance with Clause 22.02-5.7.1 (and as proposed in Clause 15.03-1L). The mandatory setback currently provided within DDO23 for 54 and 56 Oxford Street is appropriate as any lesser setback is unlikely to achieve an acceptable heritage outcome.

The proposed urban design policy at Clause 15.01-1L also provides for the provision of a transition in regard to setbacks and siting for development adjacent to land in the Heritage Overlay.

The Framework Plan provided within DDO23 would benefit from a graphic method of identifying where garden setbacks currently exist to inform the siting of future development on adjoining land.

### 7.3 Street wall heights

In terms of street wall height, discretion needs to be provided to allow for a range of design responses that transition between the lower (heritage) built form and taller new development that is generally located outside the extent of the Heritage Overlay. Mandatory maximum street wall heights are warranted where there are infill sites between low-scale heritage buildings or on intact and consistent streetscapes such as:

- 35 Derby Street (11m)
- 1-35 Wellington Street (as this property addresses Cambridge Street) (11m)
- 43-49 Oxford Street (11m)
- 54-56 Oxford Street (8m)
- 26-30 Peel Street (as this property addresses Cambridge Street) (8m).

Elsewhere within the Heritage Overlay the front or principal part of the heritage buildings will be retained. Where development abuts land subject to the Heritage Overlay the relevant policy at Clause 22.10-3.3<sup>2</sup> and the similarly worded (proposed) policy at Clause 15.01-1L<sup>3</sup> will encourage new street wall or façade heights to match that of the adjacent heritage fabric. Where this occurs, the height should be matched for the width of the adjoining property or a distance of 6m, whichever is the lesser.

We note that the definition of 'street wall' in DDO23 is "...the façade of a building at the street boundary." This definition does not take account of the residential buildings that are set back from the street by either ground floor verandahs or gardens and we recommend it be amended to also reflect these circumstances.

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<sup>2</sup> "Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay"

<sup>3</sup> "Adopt a façade height to the street frontage which is no higher than the adjacent building with an individually significant or contributory grading"



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To achieve these objectives the street wall heights in the Framework Plan should be amended to avoid encouraging built form outcomes that are contrary to the existing heritage context or an appropriate design response.

### 7.4 Use of a sight line test

While Clause 22.02 of the Yarra Planning Scheme includes sight line tests to inform the scale, massing and degree of visibility of new development at the rear of dwellings within the Heritage Overlay, the *City of Yarra Residential Heritage Policy Review* (Context P/L, 31 October 2019) recommended the removal of this test from the proposed heritage local policy at Clause 15.03-1L. Instead of a sight line test, Clause 15.03-1L introduces guidance that encourages the retention of the front two rooms of the heritage building, its principal façade and its primary roof form.

The Panels considering Amendments C191yara, C220yara and C231yara all contemplated the use of sight line tests in relation to determining the proportion of new development that would be visible above the existing street wall. While a sight line test is currently used in a similar heritage context along Sydney Road, Brunswick within Moreland DDO18, all three Panels recommended against the use of such a test within the DDO itself. Amendment C220yara proposed an alternative measure comprising a fixed street wall height and a 45° angular plane to inform new development on Johnston Street, Collingwood. The Panels considering C191yara and C231yara did not support such a test for Swan Street, Richmond or Queens Parade, North Fitzroy and Clifton Hill respectively, instead supporting a combination of mandatory or discretionary upper-level setbacks and maximum building heights. In their discussion the Panels acknowledged that a consideration of the visibility of new built form above the heritage streetscape was appropriate in determining appropriate height and setback controls.

Having considered Panel's recommendations and the shift within Yarra's proposed local policy away from a sight line visibility test, it is our view that such diagrams should be removed from DDO23. Having said that, a design requirement should be included that encourages each higher element to be set further back from the lower built form as is currently included in local policy at Clause 22.02-5.7.2, noting that this policy is not included within proposed Clause 15.03-1L.

The removal of a sight line test to further moderate the massing of new built form behind heritage buildings in terms of upper-level setbacks and overall height necessitates a reconsideration of these controls within DDO23.

### 7.5 Upper-level setbacks

The heritage analysis prepared as part of the built form reviews undertaken across Yarra's activity centres has generally identified the need for mandatory upper-level setbacks of 6m or 8m behind the parapeted street walls of the commercial high streets. These setbacks have been supported by the Panels considering Amendments C191yara, C220yara and C231yara and are consistent with those introduced in similar heritage contexts within other inner urban municipalities. Interim DDO23 establishes a minimum upper-level setback for heritage buildings of 6m from the 'heritage façade'.

The 6m minimum upper level setback from the front façade currently included within DDO23 should be identified as mandatory and should that starting point for the establishment of an appropriate upper level setback. However, there are a



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substantial number of the heritage-listed buildings within the study area that will need greater upper level setbacks if new development is to achieve an acceptable heritage outcome. In these circumstances the setbacks for new development should be identified through the design process informed by a nuanced understanding of the form of heritage building and their heritage citation or Statement of Significance.

Unlike the commercial high street-based Activity Centres (with a principal linear street with minor (narrower) streets crossing it) there is not a strong hierarchy of streets within the Collingwood South (Mixed Use) Precinct. The majority of streets within the precinct are approximately 20m wide and the heritage buildings that occupy corner sites, such as the hotels and commercial buildings, have return façades that address each street equally. In these circumstances it would be appropriate to apply the same mandatory upper level setback control to both façades. It should also be noted that these corner heritage sites make up the minority of heritage-listed buildings, the majority of which only address a single street frontage.

Although a 6m setback is generally adequate to retain the front-most chimney and maintain the legibility of the three-dimensional form of the building for the majority of streetscapes that comprise consistent two-storey terraced commercial buildings built to the street boundary, it is inadequate for residential buildings due to their building form and more frequently visible roof forms. Further, a 6m setback to residential buildings is inconsistent with the intention of the proposed policy at Clause 15.03-1L in relation 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.*

The level of visibility of particular elements and architectural features that contribute to the significance of a heritage place differs considerably across the study area. For instance, the distinctive pyramidal roof forms of 57-63 Oxford Street (HO125) would be retained if new development is set back beyond the 'depth of the two front rooms', which in this case equates to an upper level setback of approximately 8m from the front boundary. Similarly, the terraced houses at 50 and 52 Oxford Street (HO123) and 13-15 Peel Street (part HO318) would require an approximate 11m setback from the front boundary to retain their principal roof form and two room depth.

The eastern side of Cambridge Street south of Derby Street is the one of the most highly consistent and cohesive streetscape within the extent of DDO23. The single and two storey terraced houses between numbers 14 and 34 Cambridge Street all have small garden setbacks. To retain a two room depth across the majority of these residential properties a setback of approximately 12m is required.

The houses at 58-62 Oxford Street (HO126) have a unique form as single storey dwellings facing Oxford Street with original two storey wings set back beyond depth of the front two rooms. These rear elements are identified within the heritage citations and Statement of Significance for HO126 and any development should consider the impact it has on these unusual features.

Likewise, new development associated with commercial heritage buildings with prominent and visible room forms, chimneys and corner towers such as the Vine Hotel at the corner of Derby and Wellington streets and the Sir Robert Peel Hotel at



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the corner of Peel and Wellington streets will require bespoke setbacks as part of any new development proposal to protect those elements that contribute to their significance.

While the Decision Guidelines at Clause 43.01-8 require that the impact on elements that contribute to the heritage place be considered, it is the DDO that principally guides the design of new built form. A design objective should therefore be incorporated into DDO23 which requires that the upper level setback for new development must consider the specific historic built form of the building and any relevant heritage citation and/or Statement of Significance.

### **7.6 Maximum building heights**

Like street wall heights, the range of existing built form, both on land subject to the Heritage Overlay and elsewhere in this part of Collingwood varies considerably from modest mid-nineteenth century single-storey houses to large scale contemporary mid-rise apartment, hotel and mixed use developments. In the majority of the study area discretionary controls are appropriate to reflect the varied existing and emerging built form and to enable a range of design responses. Those sites that are subject to the Heritage Overlay need to appropriately respond to the heritage building, its context and the local policy at Clause 22.02 (or, following the introduction of C269yara, Clause 15.03-1L).

The commercial buildings that are located within the Heritage Overlay vary from two-storey shop residences to factory/warehouses and prominent corner hotels. In these locations a preferred overall height is appropriate to allow for a range of building forms, development outcomes and varied contexts.

In order for the residential buildings within the Heritage Overlay to retain their legibility and to avoid new development dominating their generally modest scale, the certainty provided by mandatory height controls is necessary. The application of an 11m (three-storey) height limit will moderate additions to that considered acceptable for this building type and will, with appropriate setbacks, ensure that the new built form will remain secondary to the retained heritage fabric.

In the absence of the sight line tests within future built form controls, the Framework Plan requires some amendment to moderate built form within land subject to the Heritage Overlay, particularly those residential buildings identified for a 14m (four-storey) preferred maximum building height (as noted above, our recommendation is that this be adjusted to 11m). Likewise, there are three sites south of Peel Street that we recommended have their maximum preferred heights reduced from 20m (six storeys) to 14m (four storeys) to provide an appropriate transition to low-scale (one and two storey) heritage fabric. These sites are: 4-6 Derby Street, 43-49 Oxford Street, 64-66 Oxford Street and the vacant land on Cambridge Street at the rear of 1-35 Wellington Street.



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## 7.7 Recommended changes to the Framework Plan

Implementing the above recommendations will necessitate changes to the Building Heights Framework Plan provided at Plan 1 of DDO23. The recommended changes to the Framework Plan are set out in Figure 8 below.



**Figure 8.** Recommended changes to Framework Plan shown on greyscale base map for clarity.

### DDO23 BUILDING HEIGHTS FRAMEWORK PLAN: SUGGESTED NEW KEY

#### Maximum Building Heights

PREFERRED	MANDATORY
11m	11m
14m	
20m	
27m	
30m	
40m	

#### Maximum Street Wall Heights

Retain heritage street wall height	
PREFERRED	MANDATORY
8m	8m
11m	11m
14m	
20m	

#### Existing Garden Setback



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### 8.0 CONCLUSION

The objectives of DDO23 are generally supported but the wording, form and nature of some of the provisions contained within DDO23 do not reflect the direction such controls have taken following recent Panel Reports, changes to Planning Policy Notes and the broader shift over time in favour of the use of mandatory controls.

In summary, we recommend:

- the removal of a sight line test;
- making the 6m minimum upper level setback mandatory to heritage buildings with additional guidance to ensure the setbacks take adequate account of the specific heritage built form and any relevant heritage citation and/or Statement of Significance;
- the reduction of some maximum street wall and building heights (as discussed above);
- the application of mandatory street wall height controls for infill sites between heritage buildings; and
- the application of mandatory height controls in selected locations with the Collingwood South (Mixed Use) Precinct (particularly those sites containing heritage-listed residential buildings).





**Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

The logo for Traffic Group, featuring the company name in a white, sans-serif font. The background of the entire slide is a dark blue with a pattern of lighter blue, curved, overlapping bands that create a sense of motion and depth.

# Traffic Group

## Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

Prepared for  
Yarra City Council

November, 2019

G22790R-01B

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## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

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## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Traffic Engineering Assessment

Brunswick Street and Smith Street Activity  
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## 1. Introduction

Yarra City Council has initiated Built Form Frameworks for the Brunswick Street and Smith Street Activity Centres. These Built Form Frameworks will define the preferred future built form character of the precincts and include principles, guidelines and requirements to guide future development and to manage the level of change. Importantly, these frameworks will inform the preparation of future Design and Development Overlay (DDO) controls and policy for these areas.

The frameworks provide a guide as to what developmental changes can be expected within the Brunswick Street and Smith Street Activity Centres in the future at such time that they are implemented as DDO controls and ultimately, resulting in increased development. This increase in development has the potential to pose transport challenges for all modes along the Brunswick Street and Smith Street corridors and immediate areas.

In particular, a number of traffic engineering related issues have arisen through the creation and analysis of the framework process, including:

- concern in relation to the impact that additional development may have on the transport network, including the network performance of Brunswick Street, Smith Street and the local road network,
- the need for controls to address preferred vehicle arrangements for the Brunswick Street and Smith Street Activity Centres to support the level of development being proposed and to guide decision making and policy formulation,
- the suitability of narrow laneways to provide appropriate access to new development and movement opportunities for people, cyclists, cars and service vehicles, and
- likely Department of Transport concerns relating to vehicle access arrangements to properties on Brunswick Street and Smith Street and the potential impact on the safety and efficiency of the road and tram network.

While the traffic impacts of this growth on this constrained network this is acknowledged as a consideration, there is strong and committed strategic policy support to facilitate increased commercial and residential development in the Brunswick Street and Smith Street Activity Centres. In considering the planning of similar centres across Melbourne, Planning Panels have acknowledged that “future congestion should not stifle development”<sup>1</sup> and the “challenge of managing the road network should not prevent the Amendment from progressing”<sup>2</sup>.

It is important that this project recognises the network constraints, the strong strategic support for development in the precinct, and the approach of Planning Panels in the discussion and advice on the future traffic conditions and future performance of Brunswick Street, Smith Street and the local road network. In particular, this project must help to ensure that future consideration of traffic issues is focused on how best to manage the impacts of

<sup>1</sup> Panel Report for Moreland Amendment C123

<sup>2</sup> Panel Report for Moreland Amendment C134

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future development through improved access arrangements and measures to promote sustainable and active modes of travel through new development.

Traffic Group has been engaged by Yarra City Council to undertake an assessment of the future access arrangements, prepare access and movement plans and provide input into the content of the future Design and Development Overlay to facilitate appropriate access and movement throughout the Activity Centres. The objective of the access and movement plans is to facilitate 'best practice' access controls to properties abutting Brunswick Street and Smith Street (or located within the 'study area') and specifically:

- To maximise the efficiency of the arterial road network.
- To ensure appropriately managed vehicle access is provided to properties within the Activity Centres.
- To minimise the potential for vehicle conflicts within laneways, ensuring appropriate treatments are put into place to maximise the capacity of laneways and local roads.
- To minimise impacts on tram and public transport services.
- Provide a high quality pedestrian environment along Brunswick Street and Smith Street.
- To minimise where possible the number of vehicle access points directly to arterial roads.
- Provide appropriate vehicle access to properties, including loading and waste collection considerations.

## 2. Scope & Methodology

The adopted methodology for undertaking this study was as follows:

- Undertake thorough site inspections of the entire study areas to document and map (with a main focus on properties abutting arterial and higher order roads):
  - existing access arrangements for each individual property,
  - existing traffic management treatments for all arterial and local roads and rear laneways within the study areas,
  - existing configuration of each road and laneway within the study areas (including carriageway width and road reservation width), and
  - foreseeable access constraints to each individual property should development occur.
- Review and categorisation of laneways into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration. Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail further in the report.
- High level review of the developmental changes forecast within the Built Form Framework in regards to traffic impacts, in particular the intensity of traffic movements and vehicle circulation within the surrounding road network within the Brunswick Street and Smith Street Activity Centres.

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- Review of the capacity for laneways and local roads to accommodate the forecast level of traffic based on development potential and their existing configuration.
- Review of what configuration or adjustments may be necessary to laneways or local road configurations in order to accommodate this increase in vehicle movements and to minimise potential for vehicle conflicts within the study areas. In particular, impacts on Arterial Roads to be minimised as much as practically possible.
- Liaise with stakeholders including representatives from Council to understand the relevant authority concerns and desirable access outcomes having regard to the potential impact on the safety and efficiency of the road and tram network.
- Make recommendations as to the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments.
- Prepare draft wording for the traffic engineering aspects of the future Design and Development Overlay, which sets out design objectives and outcomes, permit application requirements, and decision guidelines for assessing future planning permit applications, based on the desired access outcomes for future development.

## 3. Policy Context

### 3.1. Plan Melbourne 2017-2050

Plan Melbourne is the State Government plan that will guide the growth of Melbourne city for the next 35 years. It sets the strategy for supporting jobs, housing and transport, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

The plan includes a number of key transport and urban planning objectives that the Built Form Framework aims to facilitate. The most relevant objectives are listed in the table below.

Table 1: Key Objectives of Plan Melbourne in relation to the Brunswick Street and Smith Street Activity Centres

Outcome	Directions	Policy
Outcome 2 Melbourne provides housing choice in locations close to jobs and services.	Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.	Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
	Deliver more housing closer to jobs and public transport.	Facilitate well-designed, high-density residential developments that support a vibrant public realm in Melbourne's central city. Direct new housing and mixed-use development to urban renewal precincts and sites across Melbourne. Support new housing in activity centres and other places that offer good access to jobs, services and public transport



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Outcome	Directions	Policy
		Provide support and guidance for greyfield areas to deliver more housing choice and diversity.
Outcome 3 Melbourne has an integrated transport system that connects people to jobs and services and goods to market.	Transform Melbourne's transport system to support a productive city.	Provide high-quality public transport access to job-rich areas. Improve arterial road connections across Melbourne for all road users. Provide guidance and certainty for land use and transport development through the Principal Public Transport Network and the Principal Freight Network. Improve the efficiency of the motorway network. Support cycling for commuting.
	Improve local travel options to support 20-minute neighbourhoods.	Create pedestrian-friendly neighbourhoods. Create a network of cycling links for local trips. Improve local transport choices.
Outcome 5 Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.	Create a city of 20-minute neighbourhoods.	Create mixed-use neighbourhoods at varying densities. Support a network of vibrant neighbourhood activity centres.
	Create neighbourhoods that support safe communities and healthy lifestyles.	Improve neighbourhoods to enable walking and cycling as a part of daily life.

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### 3.2. State Planning Policy Framework (SPPF)

Clause 18 of the SPPF details state-wide objectives, strategies and policy guidelines relating to transport, including land use and transport planning, the transport system, walking, cycling, the principal public transport network, management of the road system, car parking ports, airports and freights.

The SPPF Transport objectives that are relevant to Yarra are set out in Table 2 below.

Table 2: SPPF Transport Objectives

Clause	Objectives
<b>18.01-1 Land Use and Transport Planning</b>	To create a safe and sustainable transport system by integrating land-use and transport.
<b>18.01-2S Transport System</b>	To coordinate development of all transport modes to provide a comprehensive transport system.
<b>18.02-1S Sustainable Personal Transport</b>	To promote the use of sustainable personal transport.
<b>18.02-2S Cycling</b>	To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.
<b>18.02-2R Principal Public Transport Network</b>	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.
<b>18.02-3S Management of the Road System</b>	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.
<b>18.02-4S Car Parking</b>	To ensure an adequate supply of car parking that is appropriately design and located.

A copy of Clause 18 of the Planning Scheme is attached at Appendix A, and details the strategies and policy guidelines relating to each of the objectives listed in Table 2.

Detailed state-wide requirements in relation to car parking, loading and bicycle parking are set out at Clause 52.06, 65.01 and 52.34 of the Planning Scheme respectively.

### 3.3. Local Planning Policy Framework

While Clause 18 sets out the state-wide planning policy in relation to transport, each Council also sets its own local policies at Clauses 20, 21 and 22 of the Planning Scheme.

Clause 21 sets out the Municipal Strategic Statement (MSS).

Clause 21.03 sets out the vision for the municipality, as follows:

Land Use

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- *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.*
- *Yarra will have increased opportunities for employment.*
- *There will be an increased provision of public open space.*
- *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community.*
- *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

#### Built Form

- *Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.*
- *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*
- *People will safely get together and socialise in public spaces across the City.*
- *All new development will demonstrate design excellence.*

#### Transport

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

#### Environmental sustainability

- *Buildings throughout the City will adopt state-of-the-art environmental design.*
- *Our natural environment will support additional species of flora and fauna.*

*This vision is pursued by the objectives and strategies set out in the land use, built form, transport, environmental sustainability and neighbourhood sections under Clauses 21.04-21.08.*

Clause 21.06 sets out Yarra's detailed local Transport policy. The preamble states the following:

*Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. This is also a key message of Melbourne 2030 and fundamental to the health and well-being of the community.*

*While the scope of the planning scheme in managing an integrated transport system is limited, Council will work towards improving the quality of walking and cycling infrastructure as a priority. Note that the term "walking" includes people who use wheelchairs.*

*Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.*

The specific objectives and strategies for Transport management in Yarra are detailed in Table 3 below.

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Table 3: LPPF Transport Objectives & Strategies

Clause	Objective	Strategies
<b>21.06-1 Walking &amp; Cycling</b>	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.
<b>21.06-2 Public Transport</b>	To facilitate public transport usage.	31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.
<b>21.06-3 The Road System &amp; Parking</b>	To reduce the reliance on the private motor car.	32.1 Provide efficient shared parking facilities in activity centres. 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
	To reduce the impact of traffic.	33.1 ensure access arrangements maintain the safety and efficiency of the arterial and local road networks. 33.2 Ensure the level of service needed for new industrial and commercial operations does not prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

The City of Yarra is currently undertaking a review of a number of Municipal Strategic Statement (MSS) policy themes, including Transport.

Yarra's Planning Scheme Review – Report on Findings (October 2014) sets out the following in relation to the current Transport policy in the Planning Scheme:

*An effective and efficient transport network is at the heart of a vibrant, equitable and prosperous municipality. In inner city environments, the management of the limited road and transport space and resources can require balancing of a number of objectives. This is a particular challenge in Yarra, due to the travel demands generated by:*

- the strategic location of the municipality on the edge of the central city
- the significant and growing mobile population, and
- the presence and proximity of major event attractors.

*Transport is currently addressed separately in the Context and Vision provisions of the Scheme as well as in strategy at Clause 21.06. It is also addressed in some specific policies such as the parking, access and traffic provisions of Built Form and Design Policy (Clause 22.10).*

*The current policy expresses a preference to reduce car dependency and encourage walking, cycling and public transport use. This appears to have had some success, with Yarra having a higher bicycle use rate than other parts of Melbourne.*

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*There are still, however, inconsistencies regarding the requirement for Green Travel Plans, the use of car share schemes and reductions or waiving of on-site car parking.*

*Carparking was considered a particularly contested political issue in the initial consultation; any position or strategy regarding carparking is unlikely to satisfy all stakeholders. The Parking Strategy and Local Area Transport Management Policy provides a framework for the development of local area traffic management schemes.*

*The Scheme would be assisted with clear direction about how Council seeks to facilitate greater use of public transport, walking and cycling, and how and in what circumstances this will translate into reduced car parking, car sharing schemes and the like. The approach should include consideration of car parking in activity centres on a precinct wide basis (rather than site-by-site) as well as strategies relating to visitor car parking and increased bicycle parking.*

Relevant additional policies and studies (which do not form part of the Planning Scheme) are summarised below.

#### 3.3.1. Clause 22.07 – Development Abutting Laneways

The City of Yarra has a specific policy in relation to development abutting laneways.

The local policy identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossovers.

##### Objectives

- To provide an environment which has a feeling of safety for users of the laneway.
- To ensure that development along a laneway acknowledges the unique character of the laneway.
- To ensure that where development is accessed off a laneway, all services can be provided to the development.
- To ensure that development along a laneway is provided with safe pedestrian and vehicular access.

##### Policy

It is policy that:

- Where vehicular movement in the laneway is expected to cause a material traffic impact, a traffic impact assessment report be provided to demonstrate that the laneway can safely accommodate the increased traffic.
- Where alternative street frontage is available, pedestrian access from the street be provided.
- Pedestrian entries be separate from vehicle entries.
- Pedestrian entries be well lit to foster a sense of safety and address to a development. Existing lights may need to be realigned, or have brackets or shields attached or additional lighting may be required.



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- Lighting be designed to avoid light spill into adjacent private open space and habitable rooms.
- Vehicle access be provided to ensure ingress and egress does not require multiple vehicular movements.
- Windows and balconies overlook laneways but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway.
- Development respect the scale of the surrounding built form
- Development not obstruct existing access to other properties in the laneway.
- Doors to car storage areas (garages) not protrude into the laneway.
- The laneway not be used for refuse storage.
- All laneway upgradings which provide improved access to the development be funded by the developer.
- The laneway meet emergency services access requirements.

#### 3.3.2. Council Transport Statement 2006

City of Yarra's Strategic Transport Statement 2006 sets out a clear desire to reduce car dependence in the City of Yarra by promoting walking, cycling and public transport use as viable and preferable alternatives.

The Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

The vision of Council's Transport Statement 2006 is ... *"to create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car"*.

There are seven key Strategic Transport Objectives (STO) to achieve this vision.

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Of particular relevance is STO 5, which is to ... *“ensure Council’s response to parking demand is based on Yarra’s hierarchy and sustainable transport principles”*.

#### 3.3.3. Transport Statement Review 2012

The City of Yarra’s Strategic Transport Statement was reviewed in 2012.

Relevant key actions include the following:

- *Develop guidelines for assessing planning permit applications for car parking dispensation.*
- *Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities.*

#### 3.3.4. Yarra Parking Management Strategy

The Yarra Parking Management Strategy provides the framework around Yarra’s policies for parking permit schemes, parking enforcement, the provision of disability access parking, managing parking around shopping strips, signage and all other parking-related issues and topics.

Council’s website states that the fundamental aims of the Strategy are:

- *to reduce the number of cars parking in Yarra,*
- *to promote public transport as an alternative to driving, and*
- *to ensure visitors contribute to the cost of providing Yarra’s parking infrastructure.*

A key aim underpinning this strategy is Council’s desire to promote sustainable travel, such as cycling, walking and public transport.

Action Area 4 of Council’s Parking Management Strategy is an integrated approach for Municipal Parking Strategy and in particular identifies a need to further develop Yarra’s policy to provide a disincentive to car ownership and use by working with other sections of Council to promote behaviour change, sustainable transport and introduce more sustainable transport infrastructure.

#### 3.3.5. Liveable Yarra Project

In 2015 Council undertook an extensive community engagement process known as the “Liveable Yarra Project”. The consultation consisted of a number of elements including a People’s Panel, Advisory Committees, and Targeted Community Workshops, and covered a range of topics, one of which was “Access and Movement”.

The “engagement summary” document prepared by Capire Consulting Group (January 2016) summarised the consultation in relation to access and movement as follows:

*“Access and movement received the highest number of priority votes at 64. Actions around the improvement of cycling, walking and non-automotive transport modes were strongly supported. Panel members suggested trialling street closures to “reclaim” street share for cyclists and pedestrians. The trade-off of busier arterials was seen as largely acceptable pending the trials. Panel members were very supportive of Council efforts to lobby for public transport upgrades.”*

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The specific Access and Movement recommendations which were summarised in the "engagement summary" document are as set out in Table 4 below.

Table 4: Summary of Parking Recommendations from Liveable Yarra Project

Action No.	Action	Support from People's Panel
1	Articulate targets for street share. Develop a municipality wide plan for transport and access.	86% support 12% not sure 2% disagree
2	Close local (residential) streets to through traffic including living streets.	36% support 48% not sure 16% disagree
3	Increase space for pedestrians and bikes, dedicated lanes/corridors. Decrease car space on the streets.	63% support 22% not sure 15% disagree
4	Require better bicycle parking as part of major development.	76% support 14% not sure 10% disagree
5	Reduce barriers that discourage riding, improve safety, connections, lighting. Council to provide additional cycling infrastructure – a comprehensive network that consistently provides a good level of service.	75% support 18% not sure 7% disagree
6	Move away from a "predict and provide" approach to providing car parking in new development.	86% support 12% not sure 2% disagree
7	Continue to work with State Government to improve performance of current public transport infrastructure assets.	36% support 48% not sure 16% disagree
8	Continue lobbying for improved public transport (new infrastructure and services).	63% support 22% not sure 15% disagree

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## 4. Brunswick Street/Smith Street Built Form Framework

Brunswick Street and Smith Street are important commercial and retail areas within the Yarra Local Government Area that has been identified in State and local planning policy documents as an area suitable for accommodating significant residential and commercial growth, principally through redevelopment of sites and development in new upper levels to existing buildings.

Built Form Frameworks are being prepared for the Brunswick Street and Smith Street Activity Centres. These provide recommendations in relation to building heights and setbacks, amongst other areas and will guide the future form and development in these centres.

This report informs and supports the traffic engineering aspects of the Built Form Framework. It seeks to manage the impact of new development by encouraging appropriate vehicle access outcomes, in particular the use of side and rear frontages for vehicle access instead of arterial roads. This strategy is important to promoting pedestrian and cycle friendly environments and support public transport services along these roads.

The development outcomes proposed under the Built Form Framework have been taken into account when formulating our recommendations. In particular, the envisioned development intensity abutting and accessing the local road/laneway network has been a key factor in the recommendations of this report. The main focus of this report is adjoining properties to the arterial road network and higher order roads.

## 5. Existing Conditions

### 5.1. Study Areas

The study areas extend for approximately 1.7km long sections of Brunswick Street and Smith Street between Alexandra Parade and Victoria Parade. The study area also includes sections of Johnston Street, Gertrude/Langridge Street and Alexandra Parade.

This is shown in the locality plan provided on the following page at Figure 1.

Land within the study areas is generally zoned 'Commercial 1 Zone' and 'Mixed Use Zone', as shown in Figure 2. Both figures show the overall study area, in addition to the area of focus of this report, which includes all properties adjacent to arterial roads and higher order roads

Significant land uses within the vicinity of the study area include:

- Smith Street Reserve/Fitzroy Swimming Pool, located on Alexandra Parade, between Young Street and George Street.
- Fitzroy Primary School, located on Chapel Street, between Napier Street and George Street.
- Melbourne Polytechnic (Collingwood), located east of Smith Street, between Perry Street and Otter Street.

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- St Josephs Primary School, located on Wellington Street, between Perry Street and Otter Street.
- Sacred Heart Primary School, located on Young Street, between Moor Street and King William Street.
- Fitzroy Town Hall, located corner of Moor Street and Napier Street.
- Atherton Reserve, located corner of Napier Street and King William Street.
- Academy of Mary Immaculate Secondary College, located on Nicholson Street between Hanover Street and Palmer Street.
- St Vincents Hospital, located corner of Nicholson Street and Victoria Parade.
- Australian Catholic University, located corner Brunswick Street and Victoria Parade

In the wider area, the following Activity Centres and key land uses are located in close proximity to the study area:

- Carlton Gardens/Melbourne Museum, located adjacent to the study area on the west.
- The Melbourne CBD (Hoddle Grid) begins approximately 450m south-west of the study area.
- The Victoria Street Activity Centre begins approximately 550m east of the study area.
- The Melbourne Cricket Ground, located approximately 1km south of the study area.
- The Bridge Road Activity Centre, located approximately 1km south-east of the study area.

All of these areas are readily accessible from the study area via walking, cycling or a short public transport trip.



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## Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

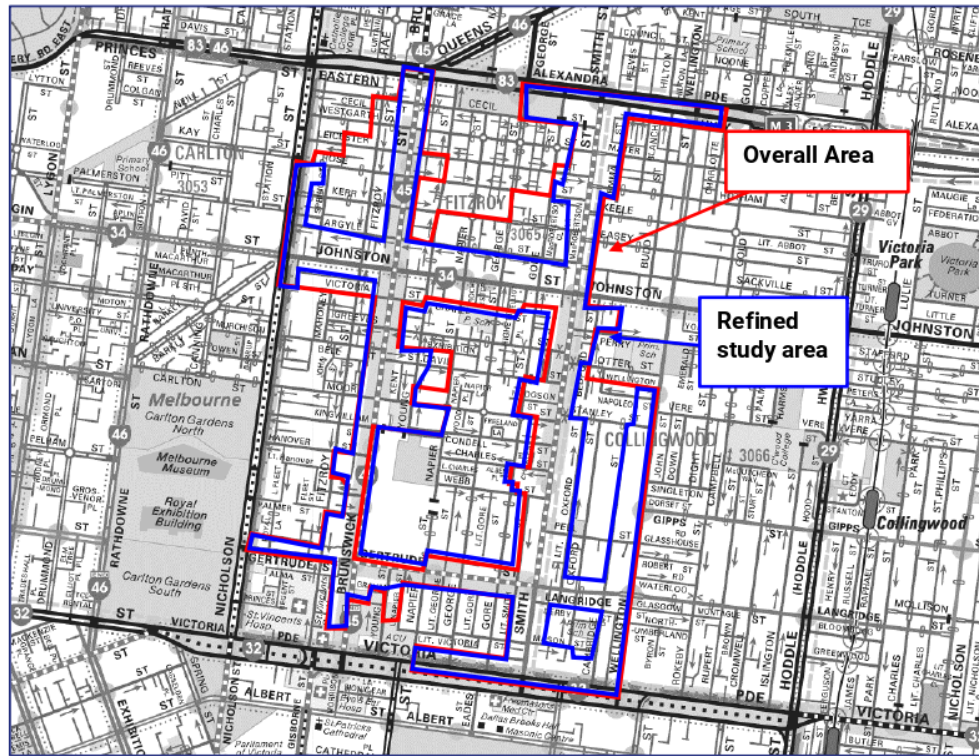


Figure 1: Locality map

Source: Melway

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## Traffic Engineering Assessment

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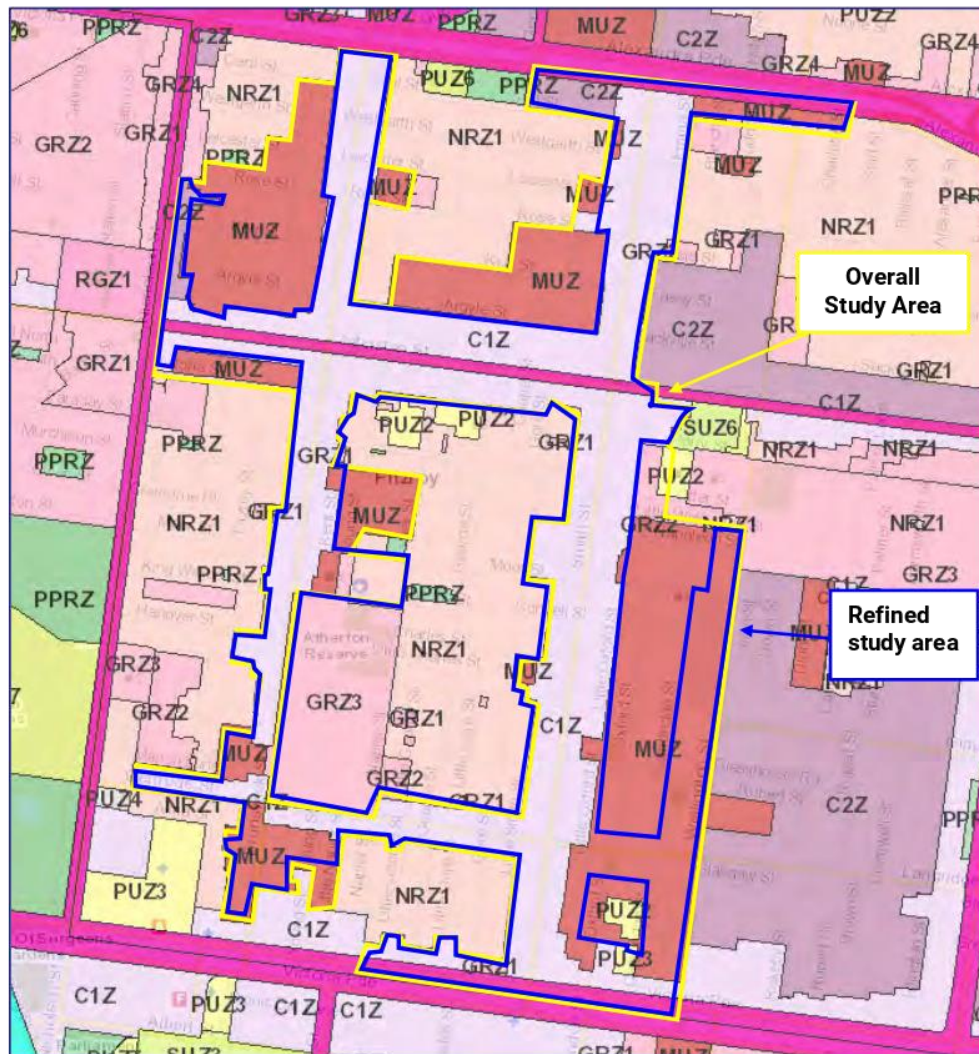


Figure 2: Land use zoning map

Source: Planning Schemes Online

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#### 5.2. Road Network

The following section describes the higher order roads within the study areas. This study has also reviewed the local roads and laneways within the study area.

A detailed review of the existing traffic management measures on arterial and local roads within the study areas is provided at Appendix B.

A detailed review of the existing conditions of ROWs is included at Appendix C of this report.

A map of existing vehicle access points to properties within the study area abutting arterial roads is included at Appendix D of this report.

There are a total of 5 Council arterial roads and 4 VicRoads arterial roads (Road Zone Category 1) within the study area. These are summarised in the following table.

Table 5: Summary of Arterial Roads

Road Name	General Configuration	Speed Limit	Notes
Council Arterial Roads			
Brunswick Street	Traffic lane, parking lane and bicycle lane in each direction, separated by painted median	40km/h	Central lane shared with trams
Smith Street	Traffic lane and shared bicycle/parking lane in each direction, separated by painted median	40km/h	Central lane shared with trams
Wellington Street	Traffic lane and shared bicycle/parking lane in each direction, separated by painted median	40km/h	To the south of Gipps Street, the bicycle lane is provided via Copenhagen style lanes.
Gertrude Street	Traffic lane and shared indented parking/bicycle lane in each direction	40km/h	Central lane shared with trams, becomes Langridge Street to the west of Smith Street
Langridge Street	Traffic lane, parking lane and bicycle lane in each direction, separated by painted median	40km/h	Becomes Gertrude Street to the east of Smith Street
VicRoads Arterial Roads			
Alexandra Parade	Three traffic lanes and a parking lane in each direction, separated by a central median	60km/h	There are sections where a bicycle lane is provided, however this is not continuous
Johnson Street	A traffic lane and shared bus lane/kerbside parking lane in each direction. There is also a central contraflow traffic lane.	40km/h 7am-3am, 60km/h all other times.	AM and PM clearway restrictions apply to the south and north kerbside lanes, at which times these lanes become dedicated bus lanes

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Road Name	General Configuration	Speed Limit	Notes
Victoria Parade	Three traffic lanes, a bus lane and a parking lane in each direction, separated by a central median. Tram tracks are provided within the central median.	60km/h	The bus lane is shared with cyclists.
Nicholson Street	Two traffic lanes in each direction, separated by a central tram fairway. Kerbside parking is also provided at sections of the road	60km/h to the north of King William Street, 40km/h to the south	-

#### 5.2.1. Arterial Road Traffic Volumes

The following table sets out the Average Annual Daily Traffic Volumes of the arterial roads within the study area. This information is sourced from the VicRoads Arterial Road Database (April, 2018). Data is only available for the VicRoads arterial roads and does not include those operated by Council.

Table 6: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database – April 2018)

Road Name	Average Annual Daily Traffic Volume
Alexandra Parade	
Btw Nicholson/Brunswick	77,000
Btw Queens/George	71,000
Btw Smith/Wellington	66,000
Johnson Street	
Btw Nicholson/Brunswick	19,300
Btw Brunswick/Smith	20,000
Btw Smith/Wellington	18,400
Victoria Parade	
Btw Nicholson/Gisborne	36,000
Btw Gisborne/Brunswick	42,000
Btw Brunswick/Lansdowne	48,000
Btw Lansdowne/Smith	40,000



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Road Name	Average Annual Daily Traffic Volume
Btw Smith/Clarendon	43,000
Btw Clarendon/Wellington	46,000
Nicholson Street	
Btw Victoria/Gertrude	17,200
Btw Gertrude/Johnson	17,300
Btw Johnson/Princes	20,000

#### 5.2.2. Traffic Conditions

Key intersections along Brunswick Street and Smith Street and the surrounding arterial road network are operating at or near capacity during peak hours. Various traffic analysis conducted by Traffix Group and other consultants have found that these intersections operate at or near capacity during the commuter peak hours, with congestion on one or more legs at various times.

The provision of Clearways at commuter peak hours along Johnson Street provides additional capacity in the peak direction, however congestion is still experienced at other times of the day and on the weekend.

#### 5.3. Public Transport

The subject site is located in an area that is well serviced by tram, bus and rail services as follows:

- Tram Route 11 operates between West Preston and Docklands via Northcote, Fitzroy and the city and runs along Brunswick Street.
- Tram Route 86 operates between Bundoora and Docklands via Northcote, Preston Collingwood and the city and runs along Smith Street and Gertrude Street.
- Tram Route 12 operates between Victoria Gardens and St Kilda via Richmond, the city and South Melbourne and runs along Victoria Parade.
- Tram Route 109 operates between Box Hill and Port Melbourne via Mont Albert, the city and Southbank and runs along Victoria Parade.
- Tram Route 96 operates between East Brunswick and St Kilda Beach via Fitzroy, the city, Southbank and Albert Park and runs along Nicholson Street.
- Two bus routes and a night bus operate along Johnson Street (Bus Route 200 and 207, plus additionally NightBus Route 966).
- A total of 11 different bus services operate along Hoddle Street to the east of the study area, adjacent to the Victoria Parade/Hoddle Street intersection.



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- Parliament Railway Station, which is a part of the City Loop, is located to the south-west of the study area.

These public transport services are shown on the Public Transport Map at Figure 3 below.

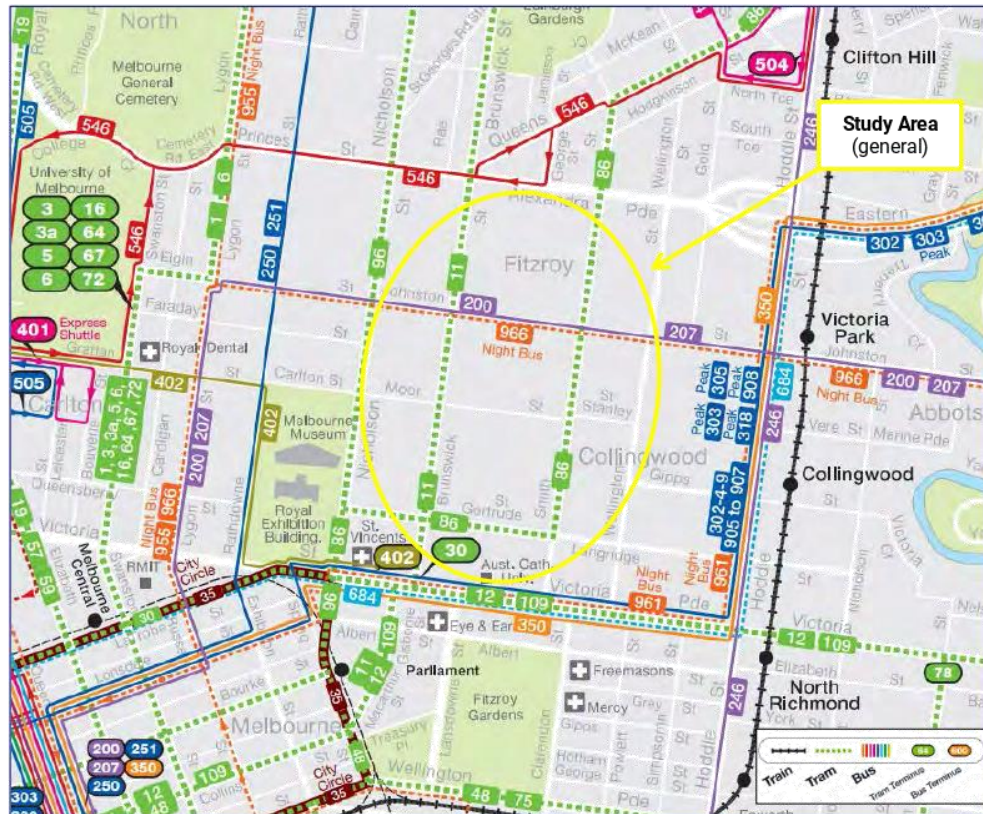


Figure 3: Public Transport Map

Source: Public Transport Victoria

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

### 5.4. Sustainable Transport Modes

The study area is well served by alternative transport modes. Figure 4 below shows the Travel Smart Map for the study area.

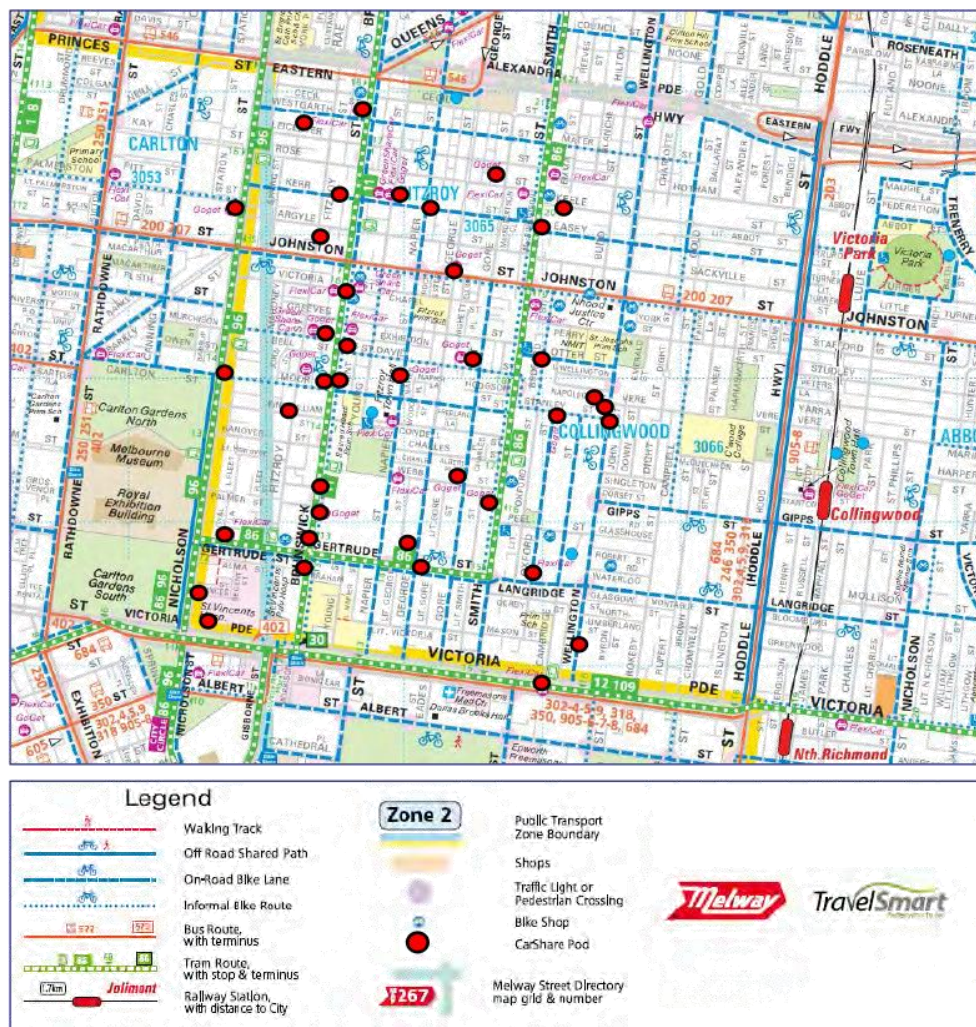


Figure 4: Travel Smart Map

Source: City of Yarra

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#### 5.4.1. Car Share

As shown on the TravelSmart map at Figure 4, there are a number of car share vehicles located within the study area and surrounding streets.

The provision of these car share vehicles provides drivers with a viable alternative to owning their own personal vehicle and actively encourages the use of alternative transport modes. Residents within Fitzroy and Collingwood do not need a car for everyday trips as they have convenient access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and nearby Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

#### 5.4.2. Cycling

Brunswick Street and most of Smith Street are nominated as an informal bicycle routes. On-road bicycle lanes are provided on several nearby roads including Napier Street, George Street, Gore Street and Wellington Street. An off-road bicycle route is also located along Hoddle Street. It is of note that Nicholson Street, Brunswick Street, Wellington Street, Alexandra Parade and Victoria Street area all part of the Principal Bicycle Network (PBN)

The high level of bicycle infrastructure within and surrounding the study area provides cyclists with convenient access to the surrounding suburbs. Wellington Street is also part of the Strategic Cycling Corridor (SCC) which the State Government is currently planning.

#### 5.4.3. Walking

The study area is highly walkable with many everyday services and destinations within convenient walking distance. The Walkscore<sup>3</sup> map for Collingwood and Fitzroy is below, with most areas of Collingwood scoring well over 92 and Fitzroy scoring 99 (classified as a 'Walkers Paradise'). The Melbourne CBD, Lygon Street, Victoria Street and Bridge Road are all within a walkable distance from Brunswick Street and Smith Street.

<sup>3</sup> <https://www.walkscore.com/AU-VIC/Melbourne/Collingwood> and <https://www.walkscore.com/AU-VIC/Melbourne/Fitzroy>



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Figure 5: Walkscore Map – Collingwood and Fitzroy

Source: Walkscore.com

### 5.5. Demographics

The majority of new dwellings within the study area will be apartment style dwellings. A review of car ownership statistics for 'flats units and apartments' within the suburbs of Fitzroy and Collingwood and the City of Yarra highlights the following average car ownership statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 census.

These statistics indicate that the parking requirements for dwellings set out under Clause 52.06-5 of the Planning Scheme are generally higher than the car ownership statistics for households residing within apartments in Fitzroy and Collingwood. Not only are the average car ownership rates lower than Clause 52.06-5., there is a considerable proportion of households that do not require car parking including 44-48% of one-bedroom and 31-35% of two-bedroom households.

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Table 7: ABS car ownership statistics (2016) – Apartments

Type of Dwelling	Number of Cars	Fitzroy Suburb	Collingwood Suburb	Yarra LGA
<b>Studio/Bedsit Flat/Unit/Apartment</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>0.1</b>	<b>0.2</b>	<b>0.3</b>
	0 cars	86%	82%	73%
	1 car	14%	18%	25%
	2 or more cars	0%	0%	3%
<b>1 bedroom Flat/Unit/Apartment</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>0.6</b>	<b>0.6</b>	<b>0.7</b>
	0 cars	48%	44%	38%
	1 car	46%	51%	55%
	2 or more cars	6%	5%	7%
<b>2 bedroom Flat/Unit/Apartment</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>0.8</b>	<b>0.9</b>	<b>0.9</b>
	0 cars	35%	31%	26%
	1 car	52%	54%	56%
	2 or more cars	13%	15%	19%
<b>3 bedroom Flat/Unit/Apartment</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>1.1</b>	<b>1.0</b>	<b>1.2</b>
	0 cars	26%	23%	20%
	1 car	49%	56%	48%
	2 or more cars	25%	20%	25%



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#### 5.5.1. Journey to Work Data

A review of Journey to Work data for the suburbs of Fitzroy and Collingwood, the City of Yarra and the Greater Melbourne highlights the following statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 Census.

This data highlights a much stronger reliance on public transport, walking and cycling for those living (in particular) and working within the study area compared with the Melbourne metropolitan area.

Table 8: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Live within the area (i.e. place of residence)				Work within the area (i.e. place of work)			
	Fitzroy	C.wood	City of Yarra	Greater Melb.	Fitzroy SA2	C.wood SA2	City of Yarra	Greater Melb.
Car as driver	25%	27%	33%	61%	36%	48%	49%	61%
Public Transport	24%	27%	28%	15%	30%	24%	24%	14%
Walking	24%	19%	12%	3%	8%	7%	6%	3%
Cycling	8%	8%	9%	1%	6%	5%	4%	2%
Other (car passenger, motorcycle, etc.)	5%	5%	5%	6%	5%	6%	4%	5%
Other Data (worked at home, did not go to work, mode not stated)	14%	14%	13%	14%	15%	10%	13%	15%

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## 6. Transport Impacts

The primary purpose of this study is to review the traffic engineering implications of the implementation of an amendment to the Planning Scheme, which introduces a range of built form controls to the Yarra Planning Scheme. This amendment is required to implement the recommendations of the Brunswick Street and Smith Street Built Form Review prepared by Hansen Partnership.

The key transport engineering impact of the proposed controls is the direction to use rear laneways for vehicle access to new developments wherever possible and avoid new crossovers to arterial roads within the study area. As a result, the use of the laneways 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 within the study area, by reviewing a case study of Victoria Street, Richmond.
- A description of why laneways should be used for vehicle access.
- An outline of the methodology behind our categorisation of laneways within the study area.
- A description of laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the laneway network.
- Analysis of the potential capacity of each laneway to accommodate additional traffic and recommendations to improve individual laneways.

### 6.1. Traffic Impacts Along Arterial Roads in Study Area

In order to assess the likely traffic impacts of increased development along the arterial roads within the study area, we have undertaken a case study and review of Victoria Street, Richmond. The review generally covers the period between 2006 and 2016.

Victoria Street is similar to the arterial roads within the study area in that it is a key arterial road and transport link through Melbourne's inner suburbs and the CBD.

In April, 2010, Yarra City Council adopted the Victoria Street Structure Plan, a document that built on planning work that occurred between 2002 and 2010. Since that time, significant redevelopment has occurred, particularly within the eastern and western precincts identified by this structure plan.

The following reviews the changes to Victoria Street and the changes in transport along Victoria Street as a model for how the study area may evolve over time.

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### Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

#### 6.1.1. Case Study – Victoria Street Activity Centre

The number of people living within the Richmond Statistical Local Area has increased from 23,797 people in 2001 to 26,121 in 2011<sup>4</sup>, which is a 9.7% increase over that time period.

Yarra City Council has provided data on the increased development that has occurred directly adjacent to Victoria Street in the last 10 years. This data was sourced from the valuation and permit information data by Council and Housing Dwelling Development data provided by the State Government.

Table 9 sets out the change in dwelling numbers along Victoria Street.

Table 10 sets out the change in commercial floor space along Victoria Street.

Table 9: Change in Dwelling Numbers along Victoria Street – 2007-2016

Year	Total Dwellings	Yearly Change	Net Change Since 2007
2007	135		
2008	139	+4	+4
2009	200	+61	+65
2010	254	+54	+119
2011	347	+93	+212
2012	626	+279	+491
2013	1499	+873	+1364
2014	2119	+620	+1984
2015-2016	2490	+371	+2355

The change in dwelling density is highlighted in the following two maps.

<sup>4</sup> 2016 data is not available at the time of writing.

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## Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

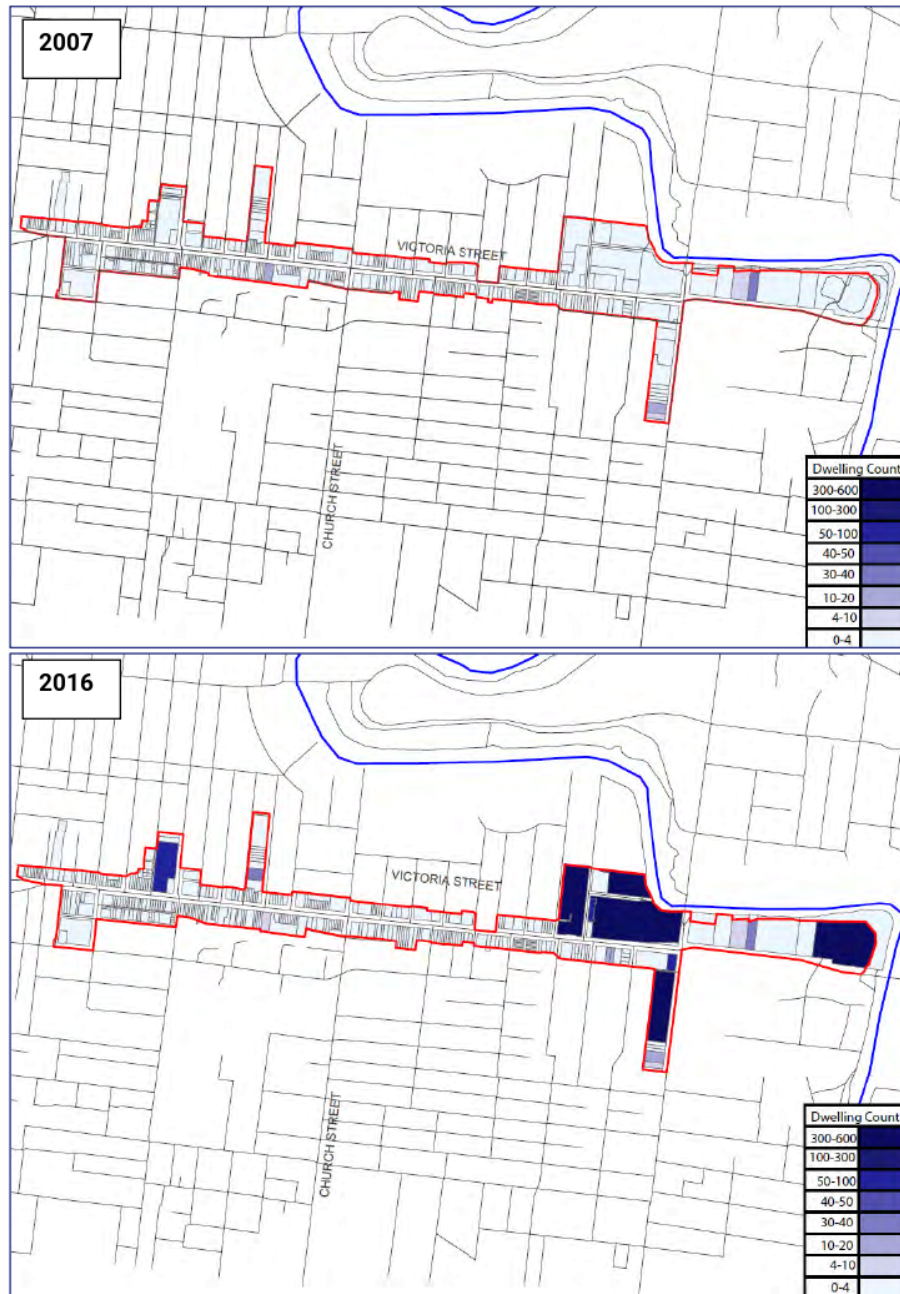


Figure 6: Change in dwelling density – 2007-2016

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### Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

Table 10: Change in Commercial Floor Space along Victoria Street – 2007-2013

Year	Commercial Floor Space	Yearly Change	Net Change Since 2007
Pre-2007	46,737m <sup>2</sup>		
2009	45,006m <sup>2</sup>	-1,731m <sup>2</sup>	-1,731m <sup>2</sup>
2010	46,609m <sup>2</sup>	1,603m <sup>2</sup>	-128m <sup>2</sup>
2013	42,814m <sup>2</sup>	-3,795m <sup>2</sup>	-3,923m <sup>2</sup>

#### 6.1.2. Review of Arterial Road Traffic Volumes

The following presents a review of arterial road traffic volumes over the last 10 years of available data for the three key parallel traffic routes through Richmond, Swan Street, Victoria Street and Bridge Road. This is set out in detail in Table 6.

Table 11: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database - Feb 2017)

Road Name	Two-Way Annual Average Daily Traffic Volume <sup>1</sup> by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
<b>Swan Street</b>						
Btw Church/Lennox	18,000	17,800	17,300	17,200	17,200	-800
Btw Coppin/Church	21,000	21,000	20,600	20,300	20,300	-700
Btw Burnley/Coppin	19,600	20,300	20,200	20,300	20,200	+600
Btw Madden/Burnley	15,300	15,600	15,600	15,600	15,200	-100
<b>Victoria Street</b>						
Btw Church/Hoddle	22,700	18,600	18,300	18,200	18,000	-4,700
Btw Burnley/Church	22,000	20,000	18,800	18,500	18,300	-3,700
Btw High/Burnley	24,000	23,000	23,000	23,000	23,000	-1,000
<b>Bridge Road</b>						
Btw Hoddle/Lennox	20,000	18,400	18,300	18,300	17,900	-2,100
Btw Lennox/Church	19,500	18,700	18,500	18,400	18,200	-1,300
Btw Church/Coppin	22,000	20,800	19,500	19,500	18,600	-3,400



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Road Name	Two-Way Annual Average Daily Traffic Volume <sup>1</sup> by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
Btw Coppin/Burnley	23,000	20,700	20,600	20,600	20,600	-2,400
Btw Burnley/Yarra	27,000	24,000	24,000	23,000	23,000	-4,000

Note: Annual Average Daily Traffic Volume is the sum of all traffic over the year divided by 365

The above illustrates that arterial road traffic volumes have generally fallen between 2006 and 2016. Traffic volumes on Victoria Street in particular have fallen substantially over the last 10 years. There has not been a significant change to the traffic carrying capacity of these streets within this time period<sup>5</sup>.

Furthermore, this decrease in traffic volumes is also reflected at key intersections during the commuter peak hours. Table 12 provides a comparison between current and historical data for two key intersections along Victoria Street and illustrates a drop in traffic volumes at these locations during peak hours. The Burnley Street/Victoria Street and Flockhart Street/Victoria Street intersections are the closest signalised intersections to where the highest level of development has occurred.

Table 12: Review of Peak Hour Traffic on Victoria Street

Intersection & Year of Survey	Two-Way Peak Hour Traffic Volume on Victoria Street	
	AM Peak	PM Peak
<b>Flockhart Street (west of)</b>		
2006 <sup>1</sup>	2,203	2,267
2015 <sup>2</sup>	1,827	1,957
Change	-376 (-21%)	-310 (-16%)
<b>Burnley Street (east of)</b>		
2012 <sup>3</sup>	1,933	1,831
2016 <sup>4</sup>	1,709	1,649
Change	-224 (-13%)	-182 (-11%)
Notes: Data collected by Grogan Richards dated 11 <sup>th</sup> July, 2006. Data sourced from VicRoads by Cardno, dated 11-15 <sup>th</sup> May, 2015. Data sourced from VicRoads by Traffix Group, dated 7 <sup>th</sup> June, 2012. Data collected by Ratio Consultants dated 14 <sup>th</sup> April, 2016.		

<sup>5</sup> 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.

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### Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

#### 6.1.3. Review of Travel to Work Behaviour from ABS Data

The following tables review the journey to work data sourced from the Australian Bureau of Statistics for the period from 2001 to 2016. Table 13 presents data for journey to work based on place of residence within the City of Yarra.

Table 14 presents data for journey to work for people working within the Richmond Statistical Local Area (workers do not necessarily need to reside within Richmond).

The data indicates a clear trend over time for a decrease in the mode share of private cars. For people living within the City of Yarra, this decrease is realised by an increase in bicycle and walking trips. This is a strong indication of local living and working locally.

For people working within Richmond, the decrease in mode share of cars is higher. The change has resulted in a significant increase in public transport use (an almost 90% increase) and to a lesser extent walking and cycling. This is reflective of residents outside of Richmond travelling further and accordingly cycling and walking in particular are not a suitable mode for these longer trips.

Table 13: Journey to Work Data - Place of Residence within City of Yarra

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	48%	43%	40%	38%	-10%
Car as Passenger	4%	3%	3%	2%	-2%
P/Trans	30%	28%	30%	32%	+2%
Motorcycle	1%	1%	1%	1%	-
Bicycle	5%	8%	10%	10%	+5%
Walked	11%	15%	13%	14%	+3%
Other	1%	2%	3%	3%	+1%
Total	100%	100%	100%	100%	

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Brunswick Street and Smith Street Activity Centres

Table 14: Journey to Work Data - Place of Work within Richmond SLA

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	73%	67%	61%	56%	-12%
Car as Passenger	5%	4%	4%	3%	-1%
P/Trans	15%	19%	24%	28%	+13%
Motorcycle	0%	1%	1%	1%	+1%
Bicycle	1%	2%	3%	4%	+3%
Walked	5%	6%	6%	7%	+1%
Other	1%	1%	1%	1%	-
Total	100%	100%	100%	100%	

#### 6.1.4. Change in Public Transport Services

The key public transport service for Victoria Street is tram services that run the length of the Activity Centre. Victoria Street is currently serviced by the following tram routes:

- Route 109 – service between Box Hill and Port Melbourne via the CBD.
- Route 12 – service between Victoria Gardens and St Kilda. This route commenced operation in July, 2014<sup>6</sup>.

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.

<sup>6</sup> <http://web.archive.org/web/20140726093749/http://www.yarratrams.com.au/media-centre/news/articles/2014/capacity-boost-for-tram-passengers/>

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### Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

#### 6.1.5. Increase in Bicycle Use

As set out above, the mode share of bicycles for journey to work purposes has increased from 5% to 10% by residents of Richmond and increased from 1% to 4% for employees within Richmond.

For Victoria Street, the Super Tuesday bicycle counts undertaken by Bicycle Network illustrate an increase in cycling numbers. The Super Tuesday counts are undertaken on an annual basis over the surveyed two hour, 7-9am commuter peak hour.

For the intersection of Victoria Street/Burnley Street/Walmer Street (which connects to the Capital City Trail along the Yarra River), the number of cyclists increased from 298 to 483 cyclists over the two hour period between 2011 and 2015 (62% increase).

#### 6.1.6. Rise of Car Share

Car sharing schemes provide an alternative to car ownership for residents and actively encourage the use of alternative transport modes. Residents within Richmond do not need a car for everyday trips as they have easy access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

A study by Phillip Boyle & Associates (dated 18<sup>th</sup> June, 2015) was recently completed on behalf of the City of Melbourne, which reviewed car share policy in the City of Melbourne. This review found that car share significantly reduced car ownership and car use by members. The review identified that each new car share vehicle results in residents disposing of 10 privately owned vehicles (a net reduction of nine vehicles).

The study found that car ownership is reduced by:

- People replacing a private car with a car share membership as it is more cost-effective if you travel low kilometres (less than 15,000km per annum) and use alternative modes for many trips, and
- People who do not own a car, postpone or avoid purchasing a car by using a car share service.

In 2006, car share was in its infancy. The two leading car share company's today in Melbourne are Fleixcar (founded in 2004) and GoGet (arrived in Melbourne in 2004).

There are now multiple car share pods operated by three companies within close proximity of Victoria Street. The availability of these car share pods supports residents who do not own a car and businesses by providing a share car for work based business trips (which allows employees not to drive to work).

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#### 6.1.7. Summary of Case Study and Implications for Study Area

Based on the above, the following conclusions can be drawn from the development of Victoria Street over the last 10 years:

- Victoria Street has experienced significant development over the last 10 years, with over 3,000 new dwellings being constructed on properties that directly abut Victoria Street.
- The daily volume of traffic on Victoria Street has decreased, in some sections by up to 25%.
- Sustainable transport modes for journey to work purposes have significantly increased within the City of Yarra and Richmond for both residents and employees in Richmond.
- Public transport services (trams) on Victoria Street have doubled.
- Bicycle usage has increased significantly as a transport mode within Richmond and Victoria Street.
- Alternative transport modes such as car share vehicles have become available over time.

From the review of case study data, a modal shift is certainly occurring and it is modal shift that is accommodating the increased transportation activity within Richmond. While the population and development intensity along Victoria Street has increased, the daily traffic volumes along Victoria Street and parallel traffic routes has reduced over time and been taken up by alternative transport modes.

It is not evident from the arterial road volume data that non-local traffic is dispersing to other routes. The traffic volumes on Victoria Street, Bridge Road and Swan Street have all fallen over the last 10 years. While, locally generated traffic within Richmond would be displacing non-local or through traffic, however the main shift appears to be towards sustainable transport modes.

A key driver of this change is due to:

- Changes in land use over time along Victoria Street with a shift away from manufacturing towards service and professional industries,
- An increasing mix of land uses including a significant increase in dwellings and new mix of commercial uses in place of industrial uses, and
- A change in demographic with the gentrification of Richmond. Residents of Richmond are increasingly younger persons employed in professional industries who live and work locally (including the CBD and nearby Activity Centres). Travel by private car is not necessarily the most convenient mode of travel for many trips to either work or everyday destinations (shopping, etc.). The increased number of dwellings on Victoria Street are well served for everyday needs by a short walk to Victoria Gardens.

We are satisfied that the transport impacts of the densification of the activity centres and MUZ areas in Fitzroy and parts of Collingwood are manageable for the following key reasons:

- The Activity Centres are highly accessible by existing public transport services, which supports both residents and workers within the centre. This reduces reliance on private car travel.



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- The Activity Centres benefits from close proximity to a number of other Activity Centres and the Melbourne CBD, all of which are readily accessible by alternative transport modes to a private car.
- The mix of land uses and local services within the Activity Centres support local living by residents.

### 6.2. Review of Car Parking Provision

In order to assess the likely traffic impacts of these redevelopments, we have primarily had regard to the proposed building heights in the absence of detailed yield calculations. We have also had regard to current trends in car parking provision and assessment within the study area.

#### Challenges with On-Site Car Parking Provision

It should be noted that there are substantial challenges with providing car parking on many sites within the study area. There are many sites which will be unable to provide a substantial level of car parking without lot consolidation, which will naturally lead to lower levels of traffic generation and laneway impacts.

The subdivision pattern in many cases is finely grained. Many lots are very narrow, less than 10m wide and have heritage shop frontages reliant on good walking conditions. This has practical implications for the provision of car parking on these sites.

For lots of this size, car parking can only be arranged length-wise to the site. A 5m wide site only accommodates one car space in width, a second car may be parked in tandem. A 7m wide site might accommodate 2 car spaces side by side. In either case, options of providing additional car parking via car stackers is also limited. There is unlikely to be any significant gain in a 5m wide site. A 7m wide site may increase the car parking from 2 (4 in tandem) to 4 or 5 (up to 8 in tandem).

It needs to be also recognised that for developments with access to 3m wide laneways, an increased setback is required to physically accommodate vehicle access as 3m is too narrow an access aisle for most car parking arrangements. As a general rule, new developments would typically need to setback the car parking approximately 3m from the edge of the laneway to facilitate vehicle access. This setback combined with the laneway effectively provides a 6m wide access aisle.

Sketches of arrangements are shown in the figures below.

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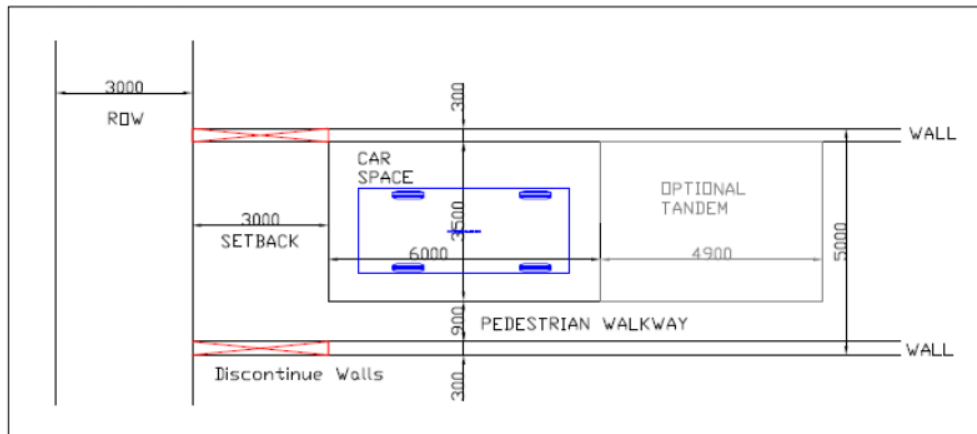


Figure 7: Example layout of a 5m wide side

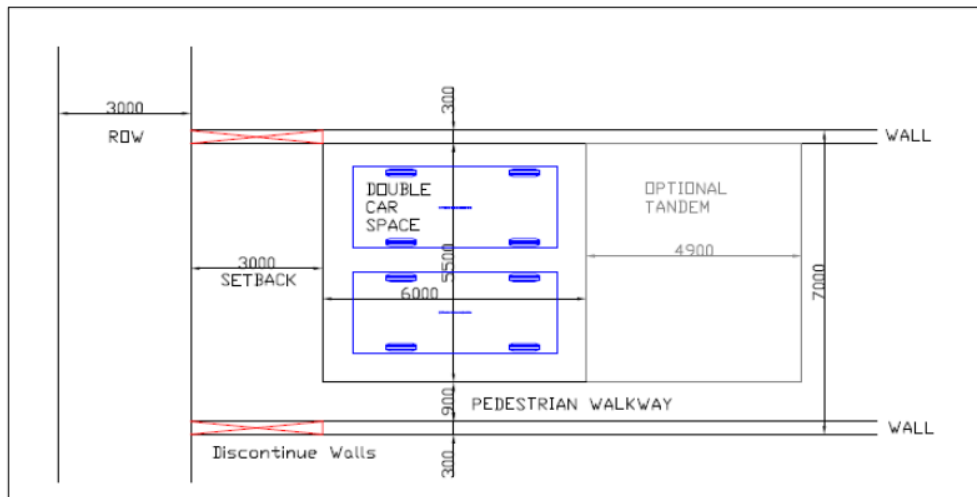


Figure 8: Example layout of 7m wide side

There is an opportunity to effectively widen the functional area of the laneways to 6m in width over time if a consistent 3m setback is applied to new developments (which is likely to be necessary for vehicle access to many individual sites in any event). It means that new developments should avoid constructing side walls out to the laneway within the 3m setback. The building could cantilever over the ground floor setback at upper floors (subject to other planning and structural requirements). However, this requirement would not be necessary in cases where adjacent sites will not be redeveloped (e.g. heritage sites).

The above two diagrams are an example of commonly seen development types in our experience. Other arrangements are possible, such as a very wide single car garage with

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minimal setback. However, these examples provide a good illustration as to the type of car parking arrangements likely on the narrow sites common the study area.

Many of the lots within the study area have proposed maximum heights of 5-6 storeys, including many narrow lots. The development intensity facilitated by the height controls is generally excess of the site's ability to provide a matching level of car parking in strict accordance with current minimum Planning Scheme requirements.

#### Car Parking Provision

The level of car parking provided to new developments in the study area is likely to be lower than the current statutory controls, but this is not inconsistent with current Council practice and is supported through various VCAT decisions. Yarra City Council has regularly supported developments within the municipality and within the study area with minimal or even zero on-site car parking.

In our view, this should continue in the future. Providing a low level of car parking strongly supported by Yarra City Council's local planning policies and under the car parking reduction decision guidelines of Clause 52.06-5. In particular:

- Analysis of empirical data indicates that a substantial number of households within apartments do not require car parking in this area, which is reflective of the transport rich nature of the area.
- Reducing car parking, particularly for residents and staff has a positive impact on traffic conditions in the local area. Staff in particular are most likely to travel on the road network during peak hours and contribute the most to traffic congestion.
- The area is well serviced by public transport services, including train, tram and bus services.
- The area has good access to cycling infrastructure and many local destinations within easy cycling distance, including the Melbourne CBD and numerous inner-city Activity Centres.
- The area is highly walkable, with many everyday services readily accessible by walking, instead of by private car.
- There are numerous car share pods in the nearby area, providing on-demand access to a car for those trips that specifically require a car.
- There is limited long-term on-street car parking in the nearby area, which will naturally decrease over time as it has with other inner urban Activity Centres. New developments will not be eligible for car parking permits and accordingly constrained from owning cars where no on-site parking is provided.

The following provides some commentary on current trends in car parking provision within the study area.

- Based on the ABS data presented in Section 5.5.1, an average of 1 car space per apartment is broadly reflective of the current car ownership levels of households occupying apartments. However, there are many households that do not require car parking in these areas.

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- Office parking is provided at a rate of 1 space per 100m<sup>2</sup>. This rate is lower than the current statutory requirement of 3 spaces per 100m<sup>2</sup> under Clause 52.06-5, however it is consistent with recent planning approvals by the City of Yarra, as shown in the table below.

Development	Yield (Approx.)	Car Parking Rate
20-30 Mollison Street, Abbotsford	12,800m <sup>2</sup>	1.10 car space per 100m <sup>2</sup>
506-510 Church Street, Cremorne	22,000m <sup>2</sup>	1.06 car spaces per 100m <sup>2</sup>
484-486 Swan Street, Richmond	18,600m <sup>2</sup>	0.82 car spaces per 100m <sup>2</sup>
2-16 Northumberland Street, Collingwood	15,500m <sup>2</sup>	0.88 car spaces per 100m <sup>2</sup>
459-471 Church Street, Richmond	23,500m <sup>2</sup>	0.86 car spaces per 100m <sup>2</sup>

- Retail uses provide car parking only for staff, with no on-site car parking for customers. Staff parking is typically provided at a rate of 1 space per 100m<sup>2</sup>.  
While this is lower than the current statutory car parking rate under Clause 52.06-5 (3.5 car spaces per 100m<sup>2</sup>), this is consistent with current industry practice for retail uses within inner Melbourne. Currently, almost every retail use within the study area does not provide car parking for customers.

## 7. Control of Vehicle Access Locations

The following section sets out our recommendations around the provision of vehicle access points for developments within the study area.

### 7.1. Access Management Principles

VicRoads generally adopts the AustRoads Guide to Traffic Management with regard to its access management principles for managing the arterial road network. In particular, the AustRoads Guide to Traffic Management Part 5: Road Management sets out the following relevant guiding principles:

- *Transport and other functions served by roads, the needs of abutting land use, along with wider government strategic objectives, all influence how roads are managed. The functional classification of a road relates to its role within the road network. There are two main functions of road networks and roads:*
  - *‘mobility’ that is concerned with the movement of through traffic and focussed on the efficient movement of people and freight, and*
  - *‘access’ that relates to the ease with which traffic from land abutting roads can enter or leave the road.*
- *Recent developments in policy and strategic planning initiatives are aimed at giving greater recognition to walking activity in road and transport planning. This has arisen from policy settings in the transport and health sectors recognising the need to move towards more sustainable forms of transport (by foot, bicycle or public transport) and towards healthier activity (walking, cycling) by the community generally (AustRoads 2013a).*
- *This has led to recognition of the need for planning and providing a road network which caters for the potential increase in active travel such as walking and cycling. This is a fundamental factor for consideration in striving for balance between the mobility and access functions of roads in the network.*

Importantly, in the context of Brunswick Street and Smith Street, as inner-city areas (the south-western ends of which is less than 500m walking distance from the CBD), the move to sustainable forms of transport (foot, bicycle or public transport) has more than just health benefits. It is an integral component to the success of The Frameworks (and ultimately structure plans), having regard to the significant capacity constraints of the existing road network to accommodate additional private vehicle movements.

Accordingly, it is imperative that the planning for an increase in the density of development within the Brunswick Street and Smith Street Activity Centres is accompanied by an access management strategy that recognises the importance of these sustainable transport modes, and also plans for the inevitable increase in pedestrians and cyclists as well as improvements to the public transport network along these important corridors.

The AustRoads Guide to Traffic Management Part 5: Road Management states the following in relation to the role of different road types:



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- *The primary function or balance of different functions may be reflected in the classification of a road. In its purest form, road classification may consist of two basic road types which have fundamentally different traffic and environmental goals:*
  - *arterial roads, the main function of which is to provide for the safe and efficient movement of people and freight, and*
  - *local roads, which provide direct access to abutting land uses and which contribute to the overall functioning of areas bounded by arterial roads or other barriers. The basic function of a local road is to provide a good environment in which to live or conduct a business and to enable vehicular access to abutting land.*
- *The need for access planning and management arises because vehicle movements generated by abutting properties can potentially create interruptions in the traffic flow along a road. On many roads, these interruptions are of little or no concern. However, on arterial roads carrying high traffic volumes or fast moving traffic, where traffic efficiency is of greater importance, these interruptions can create a greater risk of crashes, inefficiencies and other costs to the community. An effective access management strategy for a road or site contributes to the best outcome for the community by protecting the level of traffic service on important through traffic routes while providing road users with safe and appropriate access to adjacent land.*

These roles of the arterial road network within the study area (priority public transport route and activated pedestrian links) creates an environment which is not conducive to providing direct vehicular access to properties which could create interruptions in the flow of both vehicular and pedestrian traffic along these links.

Accordingly, taking into account Brunswick Street and Smith Street primary purpose, and noting that within the study areas the majority of properties have alternative access potential (via rear laneways and/or local roads), there should be strong policy support within any Planning Scheme amendment (such as a DDO) to guide future access to development to be via the lower order road network.

#### Safety

Part 13 of the AustRoads Guide to Traffic Management addresses Road Environment Safety, as follows:

- *Managing safety in the road environment means managing the risk that injury will occur, whether it arises from the behaviour of road users, the performance of vehicles or the characteristics of the road environment. Making roads safer means reducing the risk. This applies to all road users – vehicle drivers, riders, passengers, cyclists, and pedestrians.*
- *Safe operation of the road and traffic system is a fundamental goal for road designers and traffic engineers who have a prime responsibility for addressing the safety factors related directly to the road environment itself.*

Fundamental principles for managing safety in road design, traffic management and remedial treatment practice include:

- speed management,

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- conflict management,
- hazard management, and
- road user information management.

In the context of managing vehicular access to Brunswick Street and Smith Street, conflict management is the primary safety principle which can be influenced.

Notably, it is important to provide a continuous safe environment for pedestrians at-grade along the Brunswick Street and Smith Street public realm, and this can be achieved by minimising (if not removing all together) intermediate private property access points.

#### Policy Support

Clause 22.07-1 of the Yarra Planning Scheme specifically supports the role of laneways for vehicle access.

*The Yarra Municipal Strategic Statement (MSS) identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossovers.*

Council's Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

Council's transport modal hierarchy for decision making places pedestrians, cyclists and trams in the top 3, and places vehicular traffic at the bottom.

This hierarchy recognises the importance of sustainable modes into the future and supports the recommended access management strategy to utilise rear laneways and side streets wherever possible. Direct access to arterial roads being a last resort (with consideration for "no parking provision" potentially being preferable for some sites), noting the importance of Brunswick Street and Smith Street for pedestrians and trams in particular.

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#### 7.2. Benefits of Limiting Vehicle Access to Arterial Roads

The principle of limiting direct vehicle access to arterial roads provides the following key benefits:

- It promotes a safe and friendly pedestrian walking environment, by reducing breaks in the footpath, reducing pedestrian-vehicle conflict points and increasing the amount of active street frontage along these streets. It also eliminates instances of vehicles blocking the footpath.
- It eliminates the potential conflict between the introduction of future accessible tram stop upgrades and property access points. The design of accessible tram stops is generally incompatible with property access points.
- It limits vehicle access to arterial roads to public road intersections, where Council and VicRoads have a greater degree of control in the implementation of traffic management measures. This improves the efficiency and safety of the road network for all users.
- The reduced number of intersections allows the concentration of effort of traffic management measures and safety improvements at a limited number of locations.
- It reduces the number of locations where right turn movements occur, thereby potentially reducing delays to trams and improving road safety.

However, the benefits of limiting vehicle access to arterial roads need to be tempered against other competing demands, including:

- For some land uses (such as supermarkets), convenient and direct access to the arterial road network is important for the viability of the use and to minimise impact on local roads.
- Access for trucks undertaking on-site loading may be a desirable outcome (although any loading facilities should be internal to the building). This includes business deliveries, waste collection and providing a loading bay for residents to move into/out of buildings. These may not be possible from within laneways for some sites and depending on the land use proposed. Such movements would be infrequent and may be necessary if alternative access is not available.
- Some sites do not have alternative access options and have existing access points to arterial roads. It is not possible to deny access to sites that already have direct access to arterial roads and do not have reasonable alternatives. However, upon redevelopment these accesses can include new controls to limit their impact, in particular left-in/left-out restrictions. A left-in/left-out restrictions results in the smallest impact on the arterial road network from an efficiency and safety perspective.

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#### 7.3. Control of Vehicle Access

The vehicle access hierarchy has been defined in accordance with the following hierarchy (from highest to lowest preference):

1. Laneways
2. Local Streets
3. Arterial Roads – no access unless there is no alternative

Arterial roads include:

- Brunswick Street
- Smith Street
- Wellington Street
- Gertrude Street/Langridge Street
- Johnston Street
- Nicholson Street
- Alexandra Parade
- Victoria Parade

It is recommended that this hierarchy is also included in the future planning controls for the study area.

In some instances, the strict use of laneways for sole vehicle access may overload the capacity of the laneways in their current form. The following section reviews the capacity of the existing laneways within the study area to accommodate additional development.

## 8. Right-of-Way Management

The following sections provide:

- An outline of the methodology behind our categorisation of laneways within the study area
- A description of laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the laneway network.

### 8.1. Categorisation of Laneways

As part of the review process of the current capacity of existing laneways to accommodate additional future development traffic volumes, we have reviewed and categorised laneways within the study areas into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration.

Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail below.

The laneway assessment classified all laneways within the study area by their potential to accommodate additional traffic. Laneways have initially been classified at three levels:

**Unconstrained** – these laneways have very few, if any, development constraints. As a result, they are well suited to accommodating additional traffic. Changing the laneway to operate one-way (where possible) has not been considered as a constraint.

**Partially Constrained** – these laneways have some potential constraints that limit their capacity to accommodate traffic, however they are generally easily addressed. Common issues include insufficient width, long length and lack of splays at critical locations.

**Highly Constrained** – this laneway has fundamental issues that cannot easily be 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).



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Laneways become capable of supporting simultaneous two-way traffic at a width of 5.5m if not built up (i.e. 5.5m between walls) or 6.0m wide between building walls. This width removes most capacity constraints of laneways and effectively makes them unconstrained.

**One-way or two-way operation.** For single width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflict within the laneway and can support a high level of access/development from the laneway. One-way laneways are unconstrained in this assessment.

**Continuous.** A continuous laneway can generally be made to operate in a one-way direction. Generally, a continuous, straight laneway was classified as unconstrained because it can be made one-way to address capacity constraints.

A dead end laneway has less capacity to handle additional traffic and the laneway cannot be made one-way to manage traffic flow. However, this factor is only relevant for single width laneways, a laneway wide enough for two-way traffic is not constrained just because it has a dead end.

**Laneway Length.** This factor ties into laneway width and whether it is a continuous laneway or not. A long, single width (3m up to 6.0m wide) laneway will experience a high level of vehicle conflict due to higher traffic volumes, higher development potential (more properties accessing it) and more chances of vehicles meeting the laneway.

There are no set rules regarding the 'tipping point' for when two-way traffic in a single width laneway reaches capacity. It is a combination of factors including traffic volume, configuration and length that contribute to a laneway's capacity. Laneway length is therefore a contributing factor that impacts on laneways in combination with other factors.

**Physical layout.** A straight laneway has the highest vehicle carrying capacity. Bends in laneways may create operational issues, particularly if:

- There are no splays around the inside corner of the bend to facilitate vehicle access. For instance, a 90° bend between two 3m wide laneways is inaccessible to vehicles without a splay.
- Due to a lack of sight distance, vehicles cannot see each other approaching the blind corner. For single lane laneways, this can be a serious issue if drivers meet near the bend, the laneways are long and there are no passing opportunities.

**Number of Abutting Properties and Frontage.** The number of properties and their frontages are relevant to the potential future traffic conditions of a laneway. There are a number of ways this factor can influence laneways:

- Short laneways may only serve a limited number properties and accordingly with a low development potential, a short laneway may effectively be 'unconstrained'.
- A large number of narrow lots might make widening a laneway problematic.
- If the number of abutting properties to the laneway is small, a short, narrow laneway is unlikely to be constrained.

**Heritage constraints.** We are not heritage experts and we have relied on information provided by Council in this regard. Properties that have heritage value may create issues in that they

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may not easily be modified and this was taken into account during our initial review. Heritage properties abutting a laneway may limit options to widen the laneway.

The follow factors were not considered when assessing the development potential of laneways:

- The condition of the laneway (does it need maintenance? Is it in disrepair?).
- The material the laneway is constructed with or type of surface treatment (gravel, asphalt, bluestone, etc.).

As existing Council assets, the condition of the laneway is not especially relevant. It is Council's on-going responsibility to maintain laneways as appropriate.

Some larger developments will warrant upgrading the surface of laneways (for instance, from gravel to asphalt). However, the condition of the laneway is less relevant than its physical configuration. Council also has a number of methods of upgrading the surfaces of laneways, including as permit conditions for significant developments or special charge schemes of abutting properties. These issues are easier to resolve than physical issues with a laneway's configuration.

#### Summary

From the above, it is apparent that the capacities of laneways are impacted by a large number of factors. In addition, it is challenging to concisely quantify how all the various factors influence each other. There are very few 'hard and fast' rules that define when a laneway is constrained or not and accordingly, this assessment is somewhat subjective and our assessment is based on our engineering judgement and experience.

## 8.2. Upgrading the Capacity of Laneway

### Capacity of a standard 3m wide laneway

Under Clause 56.06 of the Planning Scheme, Table C1 provides an outline of the design of roads, one of which includes an 'Access Lane', which is defined as *a side or rear lane principally providing access to parking on lots with another street frontage*. Table C1 continues on to state that an Access Lane has a traffic volume of up to 300 vehicles per day (vpd) and this is typically adopted as the environmental capacity laneway. This also represents an indicative peak volume of 30 vehicles per peak hour (two-way).

The options in terms of increasing the traffic capacity of existing laneways follows:

**Conversion to one-way operation.** For single-width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflicts within the laneway and can support a high level of access/development from the laneway. The key advantages of this option are that it is usually easy to implement as it does not require/rely on additional private land. For this reason, one-way operation is our preferred solution to upgrading laneways, particular within this study area. One-way laneways are effectively unconstrained and their environmental capacity is typically taken as being in the order of 1,000 vehicles per day.

**Laneway width.** One of the most important factors to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width

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slightly less than 3.0m (down to 2.8m) is also functional, although constrained. Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).

Laneways become capable of supporting simultaneous two-way traffic at a width of 6.0m, which removes most capacity constraints of laneways and makes them unconstrained. However, widening laneways can be problematic, particularly in situations where a large number of properties front a ROW or the subdivision pattern is finely grained.

Where widening occurs, the minimum road reserve width should be 6.0m. This can be achieved by setting back buildings, which are the overhang the ROW on the levels above. It is recommended that a height clearance of 3.5m is provided in these circumstances (which is usually achievable with ground floor commercial uses).

**Splays.** ROWs often incorporate bends and for narrow ROWs, splays are essential to facilitate vehicle access. This study recommends a universal splay of 3m x 3m is provided on the inside of all ROW bends and intersections between two ROWs. This splay facilitates access by vehicles up to the B99 design car from AS2890.1-2004 (i.e. not trucks), which is appropriate in our view.

The shape of the splay can vary depending on the width(s) of the intersecting ROWs. These arrangements are shown in the figures below.

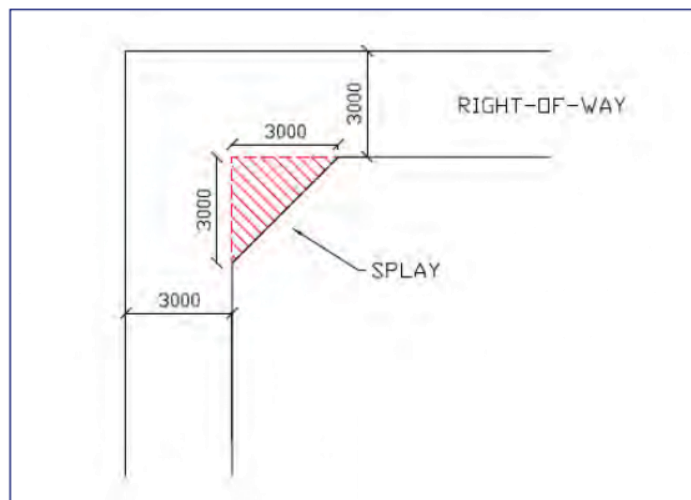


Figure 9: Standard 3m-wide ROW 90-degree Splay

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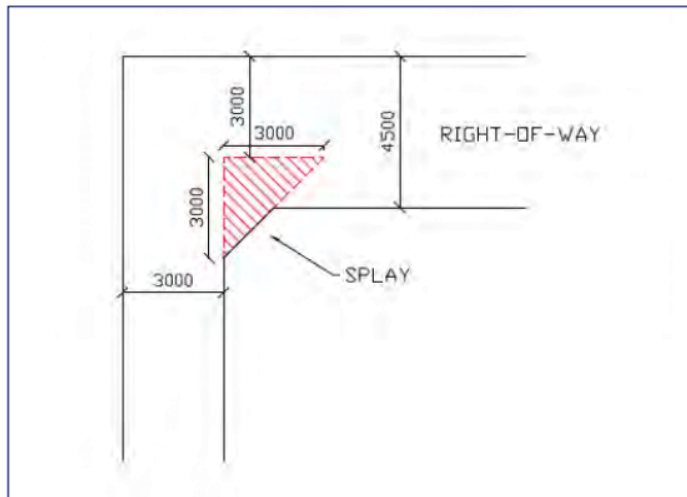


Figure 10: Non-Standard Varied-Width ROW Splay

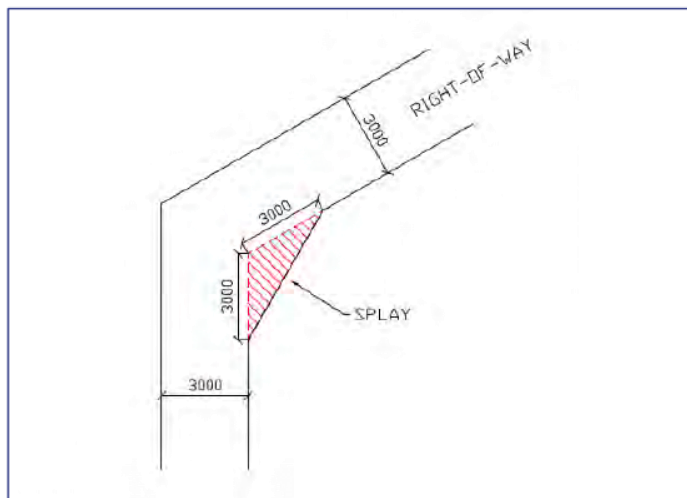


Figure 11: Standard 3m-wide ROW Non-Right-Angle Splay

Some laneways already have splays of various sizes. This study recommends that the splays available are standardised over time to be 3m x 3m.

**Passing bay at entrance to laneway.** In some situations, it may not be possible to widen laneways or enforce a one-way operation due to varying constraints, including dead end laneways. A potential solution is to provide for a passing bay either at the entrance to the laneway (ideally) or elsewhere along the laneway.

This passing area allows any conflicting vehicle movements to pass away from the road network and pedestrian footpaths. As a guide, Clause 52.07-9 (which applies to private

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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



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#### 8.3. Upgrades to Laneways to Accommodate Non-Vehicle Use

The sharing of the road space in laneways between pedestrians and vehicles is common practice and acceptable. Accordingly, there is no specific need or requirement to widen laneways to provide separate pedestrian spaces. Generally, issues only arise if laneways carry a high volume of vehicles.

For the most part, it is our view that laneways within the study areas should be used primarily for vehicle access, rather than pedestrian movement. It is our view is that in most cases, pedestrians within the activity centres should ideally be walking along the footpaths of main roads or other local roads where pedestrian amenity is higher, footpaths are wider and of higher quality and there is more activity along the street.

There are properties within the study area that may provide some uses accessed directly from laneways. For instance, dwellings that only front a laneway and rely on the laneway as their sole pedestrian access point. In these instances, new development should provide a pedestrian refuge area, which could be a separate footpath along the site's frontage or similar separation between the laneway and the building façade. A full pedestrian connection or separate footpath to the nearest road is not required, but a separate area for pedestrians to safely enter/exit a building directly fronting a laneway is necessary.

Cyclists generally don't use laneways, unless it is the final stage of their journey to a property. Most laneway surfaces can accommodate cyclists, although some bluestone laneways can be uncomfortable to use and cyclists may prefer to walk their bicycles the final stage of the journey. In our view, there is no need to upgrade laneway surfaces specifically for cyclists.

##### Shared Zones

There are a number of laneways within the study area that have intermediate widths (3-6m wide) that provide carriageways in the order of 3m wide and narrow footpaths (<1m) on one or both sides of the road. Often these footpaths are obstructed by poles. An example would be Little Smith Street.. These laneways would function better if reconfigured as Shared Zones. An example of which is Little Buckingham Street (between Church Street and Lambert Street) in Richmond. The essential feature of the Shared Zones is the removal of separate footpaths and provision of flush, shared surface. This provides an enhanced pedestrian environment and also assists vehicle access to abutting properties.

A shared zone is a road or network of roads where pedestrians, cyclists and vehicles shared the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape.

The *VicRoads' Supplement to Austroads Guide to Traffic Management Part 8: Local Traffic Area Traffic Management (2008) (dated October, 2015)*, provides guidance as to appropriate locations for a shared zone, including design guidelines.

A summary of these guidelines is provided below:

##### Appropriate Locations

- Low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway, and
- Where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained, and

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- Where there is no cross traffic.

#### Inappropriate Locations

- Not suitable where traffic volumes exceed 200 vehicles in a peak hour, or over 1000 vehicles between 7am and 7pm.
- If there is a history of vehicle speed problems.
- Unprotected locations where approach speeds exceed 40-50km/h.

#### Design Guidelines

- The road should be discontinuous and any kerb removed to enhance the sense of equality between pedestrians and vehicles.
- Speed reduction devices installed at a spacing of approximately 40m and staggered if possible.
- Straight lengths of no more than 50m without speed reduction devices.
- Maximum design speed of 20km/h – typically either 10km/h or 20km/h.
- Entry and exit points to be clearly signed.
- No provision for traffic to flow across the path.
- Surface texture treatment in order to differentiate between the shared zone and surrounding road network.

An example of a shared zone in a laneway environment is Little Buckingham Street in Richmond. An aerial view of how this treatment has been implemented for part of the laneway (the portion which has been recently developed) and a street level view are shown at Figure 12 and Figure 13, respectively.



Figure 12: Shared Zone Example - Little Buckingham Street, Richmond

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Figure 13: Shared Zone Example – Little Buckingham Street, Richmond

#### Other Considerations

Some consideration should be provided to allowing for 'pedestrian sight triangles' at the exit location of laneways at their intersections with roads. Under Clause 52.06 of the Planning Scheme and AS2890.1-2004, pedestrian sight triangles measuring 2.5m into the property and 2m along the property boundaries are required on both sides of a single-width accessway (i.e. 3m or similar), whilst in cases of widened accessways, a pedestrian sight triangle is only required on the departure side of the laneway. This is shown at Figure 14 below.

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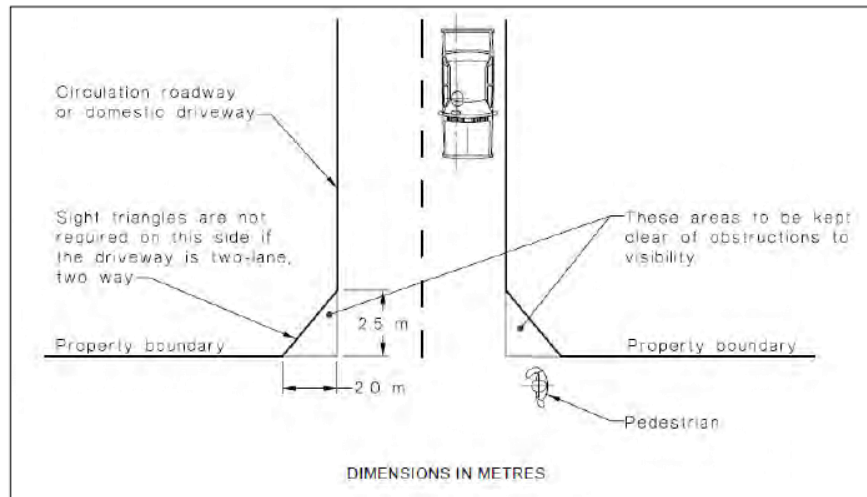


Figure 14: Minimum sight lines for pedestrian safety (Figure 3.3 - AS2890.1-2004)

Both of these standards refer to private driveways (not public roads), however the principle is a valid. It should be acknowledged that in practice, most laneways in the City of Yarra would not provide pedestrian sight triangles and that providing sight triangles may be problematic for heritage sites.

For these reasons, we have not specifically recommended splays at every ROW entrance. Splays can be required of individual sites as part of future planning permit conditions.

### 8.4. Recommendations

Our recommendations regarding various laneway upgrades are summarised at Table 15. The table provides the detailed reason behind the recommendations for the various laneways within the study area and references the laneways by the numbers defined in Appendix C.

Laneways not included in the following table will not need modifications, either due to already being functional for higher traffic volumes or being within areas already flagged for low development potential.

There are a couple of instances where laneways are discussed in more detail, after the table. In these cases, the issues are more complex and require further discussion.

Following this review, it is evident the recommendations for various laneways generally fall into two groups. These are described below:

#### One-Way Laneways

There are many laneways within the study area that run parallel with the arterial road and are relatively short in length (under 100m) and provide straight, through links between two local roads. These generally serve properties that have preferred building heights of 5-6 storeys. Examples include Laneways 1-4.



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Instead of physical changes (such as widening), the recommended solution to increased traffic volumes is that these laneways are made one-way to eliminate capacity constraints. The direction of the one-way arrangement would be subject to consultation.

Council has the option to either:

- Pro-actively make these changes now, to provide certainty to all landowners and developers about the future operation of these laneways, or
- Change these laneways on a case-by-case basis as development proposal eventuate. We do not prefer this option, because it provides no certainty to developers or the community in regards to the laneway. The outcome of this uncertainty is each individual developments will apply a heterogeneous mix of solutions to improve the laneway for their individual needs and the simple solution of a one-way arrangement (avoiding land loss) is rarely implemented. As changes to one-way operation requires community consultation, there is no certainty of Council support to change a laneway to one-way if proposed by a development.

#### Geometrically constrained laneways

These laneways typically have physical issues such as:

- No splays on corners and limited ability to provide them with properties outside of the study area, new buildings that did not provide the splays or heritage issues.
- Limited ability to widened the ROW due to heritage issues, subdivision pattern or properties abutting the laneway falling outside the study area.
- Dead ends

Examples of this type of laneway include No. 14 and 21.

These laneways have a finite capacity that is unlikely to be improved or the solutions are unfeasible in our view. In this case, it is recommended that Council encourage limited car parking on sites relying on these laneways.

Table 15: Recommendations for ROW upgrades

ROW	Classification	Modifications	Reason
1: ROW (from Alexandra Parade to Cecil Street)	Unconstrained laneway	One-way traffic flow	The length of each of these ROWs and development potential (6 storeys) means that a one-way arrangement should be provided.
2: ROW (from Cecil Street to Westgarth Street)	Unconstrained laneway		
3: ROW (from Westgarth Street to Leicester Street)	Unconstrained laneway		
4: ROW (from Leicester Street to Rose Street)	Unconstrained laneway		



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ROW	Classification	Modifications	Reason
6: ROW (from Kerr Street to END)	Partially constrained	No change recommended. Likely outcomes are abutting properties widen the ROW or provide limited car parking.	This laneway is only 2.5m wide and incapable of accommodating vehicles. However, it only abuts 3 properties and a redevelopment of these sites could modify the laneway as needed.
7: ROW (from Kerr Street to Argyle Street)	Unconstrained	One-way traffic flow	The length this ROW and development potential (5-6 storeys) means that a one-way arrangement should be provided.
9: ROW (from Johnston Street to Victoria Street)	Unconstrained laneway		
10: ROW (from Victoria Street to Greeves Street)	Unconstrained laneway		
11: ROW (from Greeves Street to Bell Street)	Unconstrained laneway		
12: Fisher Lane (from Bell Street to END)	Partially constrained	See next section for detailed discussion of modifications.	Unusual laneway layout which requires more detailed works.
13: Fisher Lane (from Moor Street to END)	Partially constrained		
14: ROW (from Moor Street to END)	Highly constrained	Allow development with no vehicle access or car parking.	Narrow 2.5m wide laneway with two 90 degree bends means that it is not a trafficable laneway in its present form.
15: ROW (from Moor Street to END)	Partially constrained	No modifications required	Buildings accessing laneway will be limited to 5-storey, which is considered appropriate given the laneway configuration
18: Brunswick Place (from south side of Hanover Street to Fitzroy Street)	Unconstrained laneway	One-way traffic flow	The length this ROW and development potential means that a one-way arrangement should be provided.
20: ROW (from Palmer Street to END)	Partially constrained	Encourage limited or no parking.	Narrow laneway at 2.75m wide, which is too narrow for regular vehicle accessway. Widening is problematic as it would require

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ROW	Classification	Modifications	Reason
			multiple properties to setback on the west.
21: ROW (from Fitzroy Street to END)	Partially constrained	Encourage low car parking provision and monitor over time.	Unable to achieve two-way traffic flow given heritage buildings and other buildings outside study area.
22: Alma Street (north-south section from Gertrude Street to END)	Highly constrained	See next section for detailed works proposed.	Unusual laneway layout which requires more detailed works.
23: Alma Street (east-west section from Fitzroy Street to END)	Unconstrained laneway		
24: ROW (north-south from Alma Street)	Highly constrained		
28: ROW (from Alexandra Parade to Cecil Street)	Unconstrained laneway	One-way traffic flow.	The length of each of these ROWs and development potential (5-6 storeys) means that a one-way arrangement should be provided.
29: ROW (from ROW 28. to Young Street)			
30: ROW (from Cecil Street to Westgarth Street)			
31: ROW (from Westgarth Street to Leicester Street)			
32: ROW (from Leicester to Rose)			
33: ROW (from Kerr Street to Argyle Street)			
34: ROW (from Argyle Street to END)	Partially constrained	Encourage limited or no parking.	Narrow laneway at 2.75m wide, which is too narrow for regular vehicle accessway. Only services 3 properties.

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ROW	Classification	Modifications	Reason
35: ROW (from Johnston Street to END)	Partially constrained	Encourage limited or no parking.	Narrow laneway at 2.8m wide, which is too narrow for regular vehicle accessway.
36: ROW (from Johnston Street to Victoria Street)	Unconstrained laneway	One-way traffic flow.	The length of each of these ROWs and development potential means that a one-way arrangement should be provided.
37: ROW (from ROW 36. to Young Street)			
38: ROW (from Victoria Street to Greeves Street)			
46: Macrobertsons Lane (from Kerr Street to Argyle Street)			
47: Macrobertsons Lane (from Argyle Street to Johnston Street)			
49: ROW (from Gore Street to END)	Highly constrained	Encourage limited or no parking.	Services a number of properties with development potential of 6 storeys. The laneway only provides a single lane for two-way traffic and the ability to widen it is limited due to heritage constraints and the subdivision pattern.
53: ROW (from Charles Street to Webb Street)	Unconstrained laneway	One-way traffic flow.	The length of this ROW and development potential (5-8 storeys) means that a one-way arrangement should be provided.
55: Little Smith Street (from Gertrude Street <u>Little Victoria Street only</u> )	Unconstrained laneway	One-way traffic flow or shared area.	The length of this ROW and development potential means that a one-way arrangement could be provided. Alternatively, the road reserve (6.2m) allows for a two-way shared zone.
59: ROW (from Emma St to Emma Street)	Partially constrained	Provide splay on southern corner No. #35 Emma St.	A splay is needed to make the ROW traversable at its southern end.

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ROW	Classification	Modifications	Reason
60: ROW (from Emma Street to END)	Unconstrained laneway	Provide splay at No. 23 Emma St.	A splay is needed to facilitate access to properties around the bend.
61: ROW (from Emma Street to END)	Partially constrained	Provide splay at No. 7 Emma St.	A splay is needed to facilitate access to properties around the bend.
64: ROW (from Smith Street to END)	Highly constrained	No changes.	Extremely narrow, but serves only 1 property, so no changes required (property can provide own setback if developed).
71: ROW (from Otter Street to END)	Partially constrained	Encourage limited or no parking.	Only a short laneway serving a limited number of properties with heritage walls at entrance limiting widening opportunities.
72: ROW (from Otter Street to END)	Partially constrained	Provide passing at entrance. See next section.	High development potential (6-7 storeys), length and dead end nature means that a passing area is required.
86: ROW (from Mason Street to END)	Highly constrained	No changes required.	Laneway is non-functional given its layout. Abutting properties to upgrade it, if required.
95: ROW (from Argyle Street to END)	Partially constrained	Provide a through traffic link to Johnson Street, or encourage limited or no parking, or encourage side access outcomes (Napier St, George St)	High development potential (9 storeys). Single width laneway with no ability to widen at entrance due to new apartment buildings.
98: ROW (from Elliot Street to Chapel Street)	Partially constrained	Encourage limited or no parking.	Narrow laneway with limited scope to remedy effectively due to fine subdivision pattern.
114: ROW (east-west ROW abutting Gertrude Street properties, Connected to Little Gore Street)	Partially constrained	No changes required.	The challenge is access around entrance to Gore Street. Due to narrow width, properties on the north side will need to be setback for vehicle access to properties, alleviating issues at the corner.

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ROW	Classification	Modifications	Reason
124: ROW (from Derby Street to Victoria Parade)	Partially constrained	One-way traffic flow	This laneway is long and abuts numerous properties.

#### 8.4.1. Fisher Lane Network

The Fisher Lane Network includes ROW numbers 12 and 13 (called Fishers Lane) and ROW 14.

An aerial photograph of this network is shown in Figure 15.

Given the lack of splay, Fishers Lane is considered a partially constrained laneway.

Given the width of ROW 14, it is considered a highly constrained laneway.

Within Fishers Lane, there are no splays on bends or intersections of the laneways. Essentially in vehicle access terms, this laneway network needs to be considered as three separate laneways connecting to Bell Street, Fitzroy Street and Moor Street, meaning that navigating the bend is not required.

For the laneway accessed via Bell Street, the two-way width of Fisher Lane to the south of the T-intersection allows for passing opportunities. Accordingly, we are satisfied that this provides opportunities to accommodate additional traffic.

Properties with access to the southern portion of Fishers Lane would take access to/from Moor Street. This section provides only a single lane for two-way traffic. However, there are only two properties abutting this laneway (within the study area) and these can manage the laneway by widening the laneway for passing opportunities, if needed.

ROW 14 is highly constrained and has limited opportunity to remedy this. Accordingly, this laneway is more suitable for lower density development, or developments without car parking.



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Figure 15: Fishers Lane network

Source: nearmap.com

#### 8.4.2. Alma Street network

The Alma Street network includes ROW numbers 22 and 23 (called Alma Street) and ROW 24. An aerial photograph of this network is shown in Figure 16.

Given the lack of splay, vehicles cannot navigate the bend from one end of Alma Street to the other.

The north-south section of Alma Street is also very narrow at 2.55m wide (ROW 22), making it unsuitable for standard vehicle access. It is effectively a pedestrian only laneway.

Given the lack of the splay from Alma Street to ROW 24, ROW 24 is very difficult for vehicles to navigate.

Because of the above, sites adjoining to ROWs 22 and 24 are not suitable for vehicle access in their current form and Council should allow no car parking to be provided on these sites.

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Figure 16: Alma Street network

#### 8.4.3. ROW 72

ROW 72 is located on the south side of Otter Street, approximately 35m east of Smith Street.

An aerial photograph of this network is shown in Figure 16.

There are a number of constraints with this laneway.

Firstly, the width of the ROW (4.25m) only allows for one-way movement. There is a heritage building on the south-western corner of the intersection between Otter Street and Smith Street. Additionally, the site at 1-3 Otter Street has a permit for a development that does not provide a setback (PLN15/0947).

Accordingly, there is no opportunity to provide a passing area at the entrance to the site.

Because of this, there will need to be passing areas provided at sections within the ROW at other properties in order to accommodate high intensity development for abutting properties.



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Figure 17: ROW 72

Source: nearmap.com

## 9. Design and Development Overlay – Draft Schedule

The following section sets a series of recommendation in regards to transport engineering that could be incorporated into a Design and Development Overlay.

### **DDO – Fitzroy East and Johnson Street North Access Management**

#### **Schedule XX to the DESIGN AND DEVELOPMENT OVERLAY**

##### **Design Objectives**

- To encourage the creation of a high-quality public realm with active street frontages at ground level.
- To ensure that vehicular access to development does not adversely impact on the amenity of neighbouring properties.
- To ensure that vehicular access to development does not adversely impact on the efficient and safe operation, and the primary pedestrian realm, along Brunswick Street, Smith Street Johnson Street, Gertrude Street, Langridge Street, Wellington Street, Alexandra Parade and Victoria Parade.

##### **Application Requirements**

An application for development of land within the precinct must include, as appropriate, the following information to the satisfaction of the Responsible Authority:

- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

##### **Buildings and Works**

##### **Car Parking and Access**

- Car parking should be located within a basement or concealed from the public realm.
- Vehicle access should be from laneways or local streets (in that order of preference).
- Vehicular access points to Brunswick Street, Smith Street, Johnson Street, Alexandra Parade, Gertrude Street/Langridge Street, Wellington Street and Victoria Parade will not be permitted unless there is no alternative and only in instances where it is not practical to waive the car parking and/or loading requirements and facilitate waste collection on-street.

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- Where developments setback from a laneway for vehicle access, this setback should provide a minimum clear laneway width of 6m along the entire length of the laneway. Developments can build over the laneway on upper floors, subject to the provision of a 3.5m headroom clearance.
- Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.
- Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.
- Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high-quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
- Pedestrian access to buildings should be achieved via streets and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other. Primary access from laneways should be avoided.
- Pedestrian access to laneways should be provided in a safe manner and include a pedestrian refuge or landing.

#### Decision Guidelines

Before deciding on an application, the responsible authority must consider, as appropriate:

- The impact on the operation of all transport modes, including public transport services, walking and cycling
- The contribution the development makes to walkability, permeability and streetscape appearance of the area.
- The layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.

#### Reference Documents

- Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019
- Johnston Street Built Form Framework, June 2019
- Fitzroy East Built Form Framework, June 2019
- Traffic Engineering Assessment by Traffix Group, October, 2019



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## 10. Conclusions and Recommendations

Access Management Plans have been prepared for all properties identified within the Brunswick Street and Smith Street Activity Centre study areas, which includes (but not limited to) properties abutting Brunswick Street and Smith Street, to detail how vehicle access to new developments can be managed to reduce the impact of vehicle access directly Brunswick Street and Smith Street. Suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of the arterial road network and providing a high-quality pedestrian environment.

This report also recommends a series of traffic engineering requirements for a future Design and Development Overlay.



# Appendix A

## Clause 18 of the Yarra Planning Scheme

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**18.01**  
31/07/2018  
VC148

**INTEGRATED TRANSPORT**

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### 18.01-1S

31/07/2018  
VC148

### Land use and transport planning

#### Objective

To create a safe and sustainable transport system by integrating land use and transport.

#### Strategies

Develop integrated and accessible transport networks to connect people to jobs and services and goods to market.

Plan urban development to make jobs and services more accessible by:

- Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
- Focussing major government and private sector investments in regional cities and centres on major transport corridors, particularly railway lines, in order to maximise the access and mobility of communities.

Integrate public transport services and infrastructure into new development.

Improve transport links that strengthen the connections to Melbourne and adjoining regions.

#### Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)
- *Principal Public Transport Network 2017* (Department of Economic Development, Jobs, Transport and Resources, 2017)

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18.01-2S

31/07/2018  
VC148

### Transport system

#### 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)



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**18.02**  
31/07/2018  
VC148

**MOVEMENT NETWORKS**

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

18.02-1S

31/07/2018  
VC148

### Sustainable personal transport

#### 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 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

### **18.02-1R**

31/07/2018  
VC148

### **Sustainable personal transport - Metropolitan Melbourne**

#### **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.

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18.02-2S

31/07/2018  
VC148

### Public Transport

#### 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 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### 18.02-2R

31/07/2018  
VC148

### Principal Public Transport Network

#### Strategies

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### 18.02-3S

31/07/2018  
VC148

### Road system

#### 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 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### 18.02-4S

31/07/2018  
VC148

### Car parking

#### 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 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

**18.03**  
31/07/2018  
VC148

**PORTS**

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

18.03-1S

31/07/2018  
VC148

### Planning for ports

#### Objective

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels and to facilitate their ongoing sustainable operation and development.

#### Strategies

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

#### Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Victorian Ports Strategic Framework* (Department of Infrastructure, 2004)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

18.03-2S

31/07/2018  
VC148

### Planning for port environs

#### Objective

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

#### Strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

#### Policy documents

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)



**Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

**18.04**  
31/07/2018  
VC148

**AIRPORTS**

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### 18.04-1S

31/07/2018  
VC 148

### Planning for airports and airfields

#### Objective

To strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, facilitate their siting and expansion and protect their ongoing operation.

#### Strategies

Protect airports from incompatible land uses.

Ensure that in the planning of airports, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Ensure the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contribute to the aviation needs of the state.

Ensure the effective and competitive operation of Melbourne Airport at both national and international levels.

Protect the environs of Avalon Airport so it can operate as a full-size jet airport focussing on freight, training and services.

Recognise Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.

Recognise Moorabbin Airport as an important regional and state aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the state's aviation industry and supporting opportunities to extend activities at the airport that improve access to regional Victoria.

Maintain Point Cook Airfield as an operating airport complementary to Moorabbin Airport.

Preserve long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airfields in areas that have greater long-term value to the community for other purposes.

Plan the location of airfields, nearby existing and potential development, and the land-based transport system required to serve them as an integrated operation.

Plan the visual amenity and impact of any use or development of land on the approaches to an airfield to be consistent with the status of the airfield.

Plan for areas around all airfields such that:

- Any new use or development that could prejudice the safety or efficiency of an airfield is precluded.
- The detrimental effects of aircraft operations (such as noise) are taken into account in regulating and restricting the use and development of affected land.
- Any new use or development that could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield is precluded.

#### Policy documents

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)

**Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

**18.04-1R**

31/07/2018  
VC148

### **Melbourne Airport**

#### **Strategies**

Protect the curfew-free status of Melbourne Airport and ensure any new use or development does not prejudice its operation.

Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.

#### **Policy documents**

Consider as relevant:

- *Melbourne Airport Master Plan 2013 - People Place Prosperity* (Australia Pacific Airports (Melbourne) Pty Ltd, 2013)
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

**Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

**18.05**  
31/07/2018  
VC148

**FREIGHT**



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

18.05-1S

31/07/2018  
VC 148

### Freight links

#### Objective

To develop the key Transport Gateways and freight links and maintain Victoria's position as the nation's premier logistics centre.

#### Strategies

Support major Transport Gateways as important locations for employment and economic activity by:

- Protecting designated ports, airports, freight terminals and their environs from incompatible land uses.
- Encouraging adjacent complementary uses and employment generating activities.

Improve the freight and logistics network to optimise freight handling and maintain the efficiency and effectiveness of the network.

Support the development of freight and logistics precincts in strategic locations along key regional freight corridors.

Plan for improved freight connections that are adaptable to commodity, market and operating changes.

Link areas of production and manufacturing to export markets.

Improve freight efficiency and increase capacity of Transport Gateways while protecting urban amenity.

Facilitate increased capacity of Interstate Freight Terminals, both in regional areas and Metropolitan Melbourne.

Ensure an adequate supply of land is zoned to allow high-volume freight customers to locate adjacent to Interstate Freight Terminals.

Minimise negative impacts of freight movements on urban amenity.

Limit incompatible uses in areas expected to have intense freight activity by identifying and protecting key freight routes on the Principal Freight Network.

#### Policy documents

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)

## **Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019**

**18.05-1R**

31/07/2018  
VC148

### **Freight links - Metropolitan Melbourne**

#### **Strategy**

Ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the Western Interstate Freight Terminal.



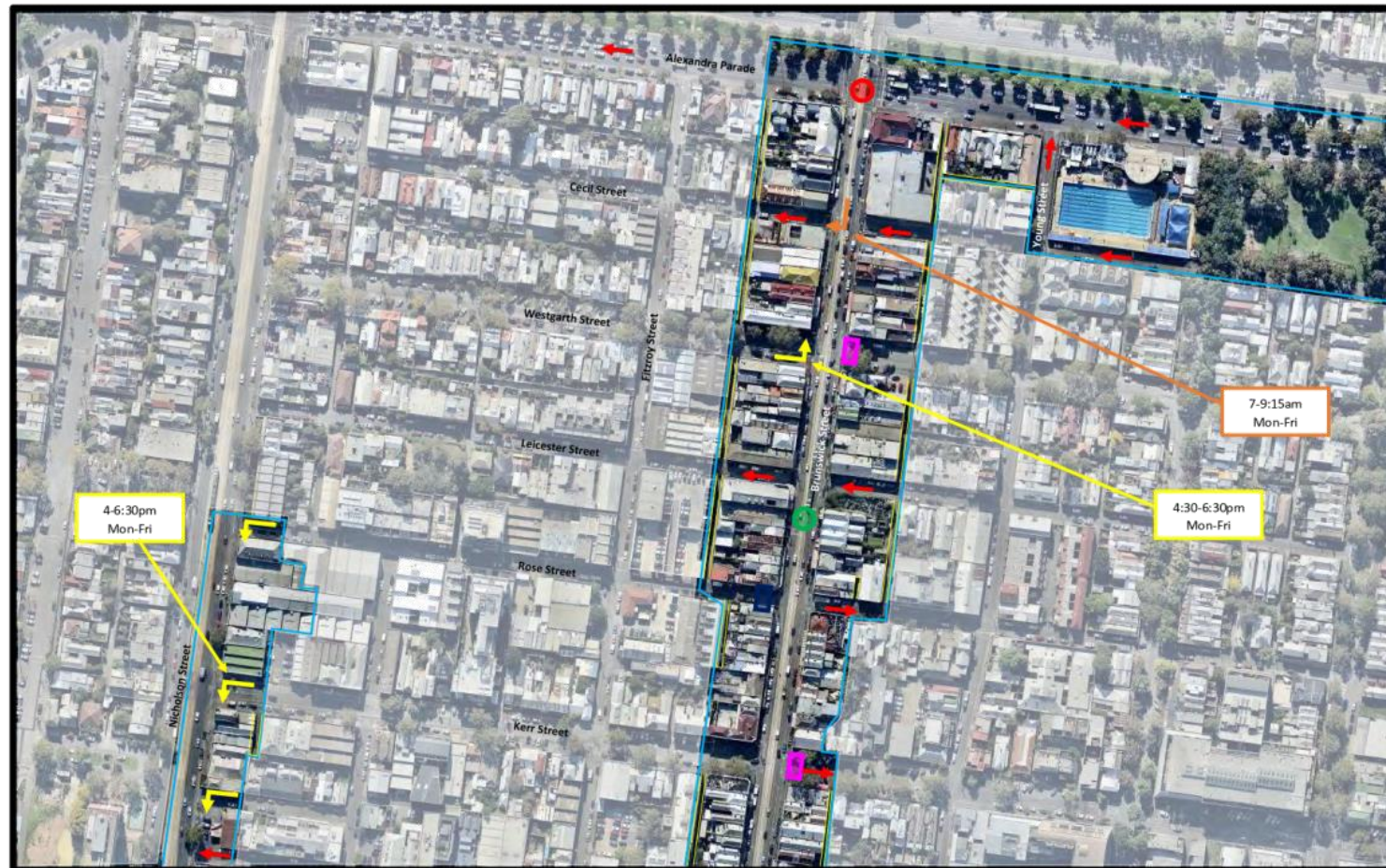
# Appendix B

## Existing Traffic Management Conditions

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.1

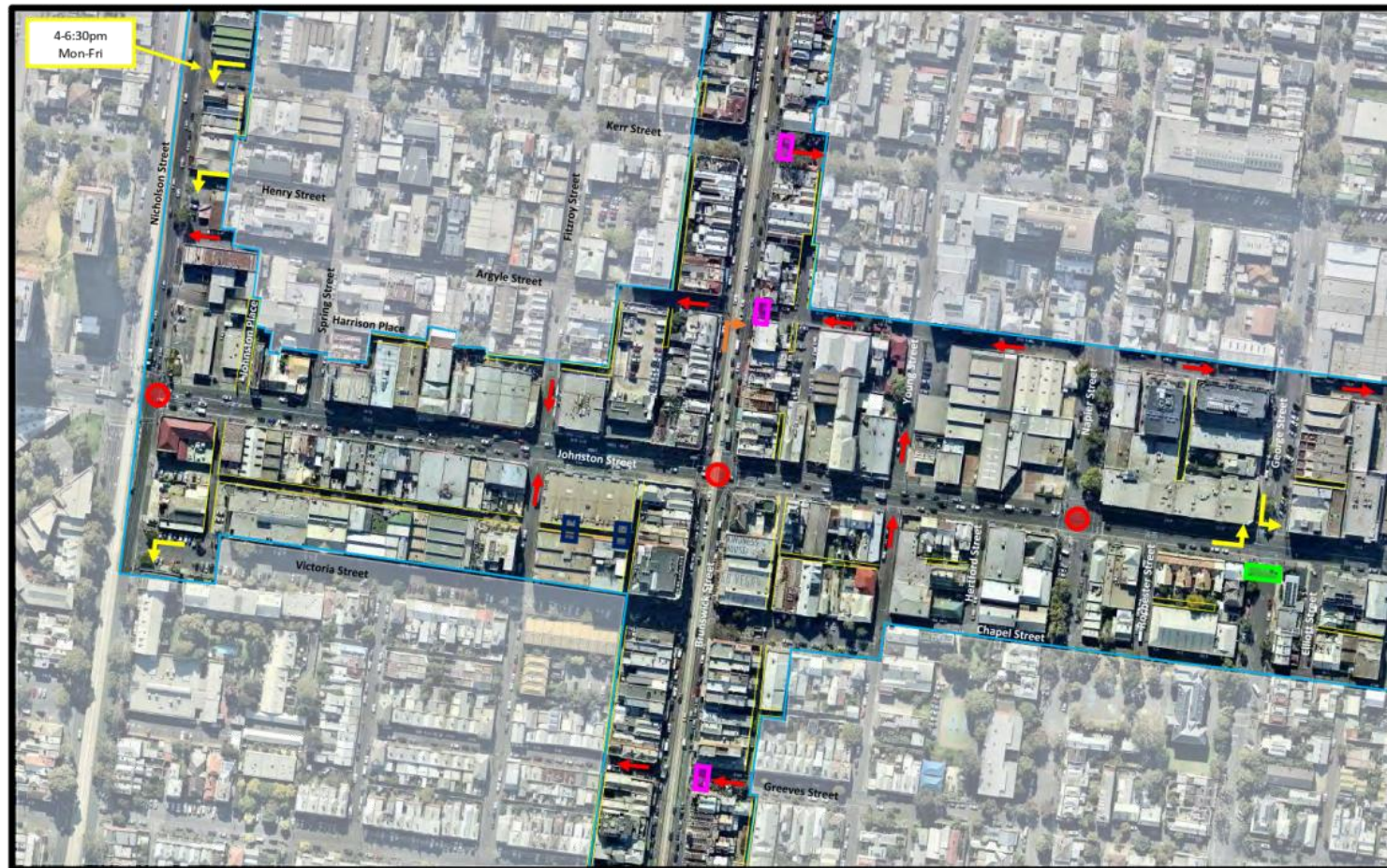
Legend	
<span style="border: 1px solid blue; padding: 2px;"> </span>	Study Area Boundary
<span style="color: red;">●</span>	Traffic Signals
<span style="color: green;">●</span>	Pedestrian Signals
<span style="background-color: pink; border: 1px solid pink; padding: 2px;"> </span>	Threshold Treatment
<span style="background-color: lightblue; border: 1px solid blue; padding: 2px;"> </span>	No Entry (Exit Only)
<span style="color: orange;">↗</span>	Right Turn Ban
<span style="color: yellow;">↖</span>	Left-turn Only
<span style="color: red;">→</span>	One-way
<span style="background-color: blue; color: white; padding: 2px;"> </span>	No Through Road Blockade
<span style="color: blue;">↙</span>	Left Turn Ban



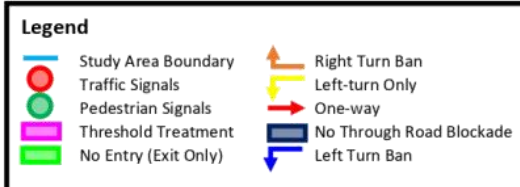
# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.2

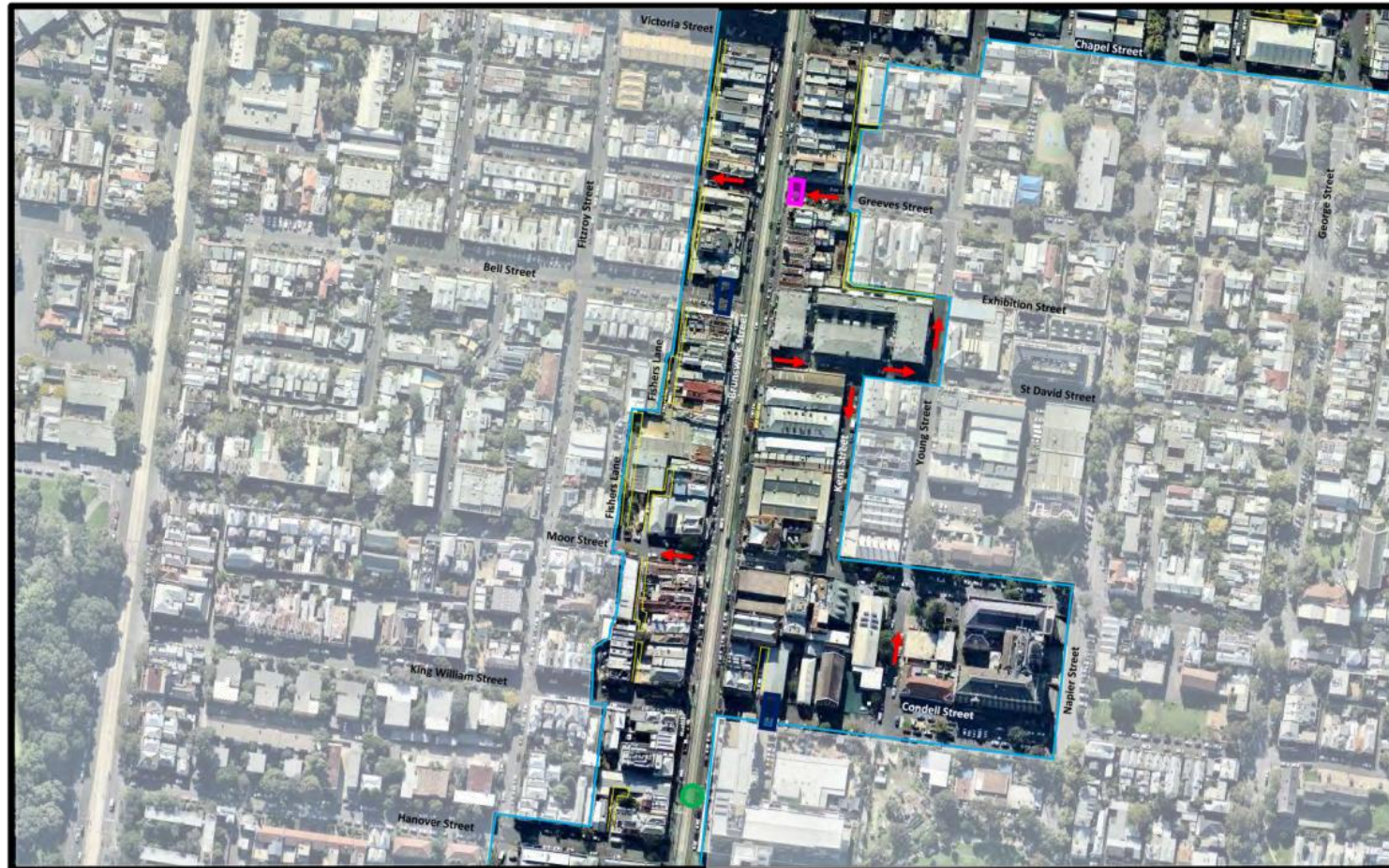




# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.3

### Legend

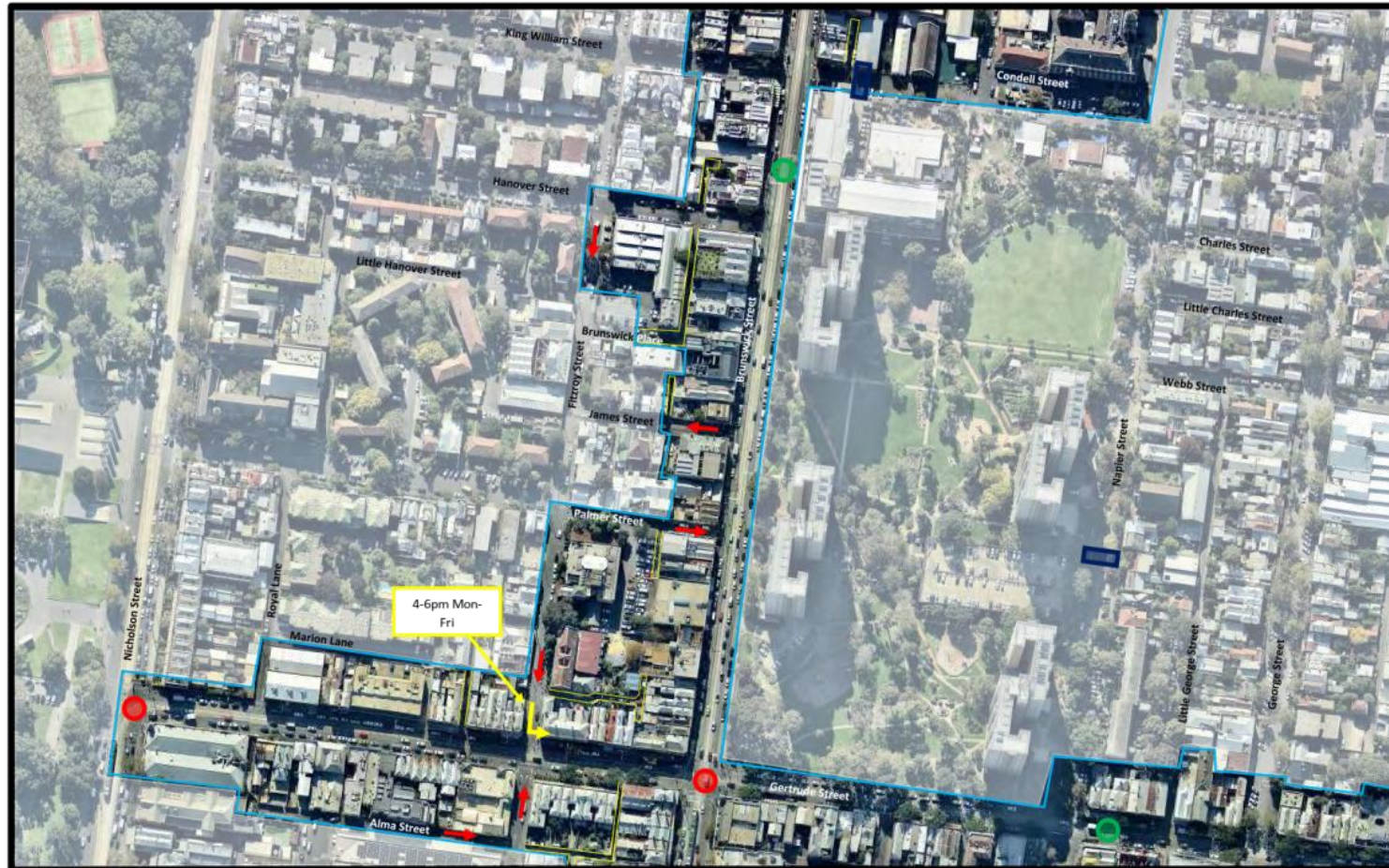
- |   |  |
|---|--|
| <span style="color: blue;">—</span> Study Area Boundary   | <span style="color: orange;">↗</span> Right Turn Ban         |
| <span style="color: red;">●</span> Traffic Signals        | <span style="color: yellow;">↙</span> Left-turn Only         |
| <span style="color: green;">●</span> Pedestrian Signals   | <span style="color: red;">→</span> One-way                   |
| <span style="color: pink;">■</span> Threshold Treatment   | <span style="color: blue;">⬇</span> No Through Road Blockade |
| <span style="color: green;">■</span> No Entry (Exit Only) | <span style="color: blue;">↙</span> Left Turn Ban            |



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.4

Legend	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	No Through Road Blockade
	Left Turn Ban



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.5

Legend	
<span style="border: 1px solid blue; padding: 2px;"> </span>	Study Area Boundary
<span style="color: red;">●</span>	Traffic Signals
<span style="color: green;">●</span>	Pedestrian Signals
<span style="background-color: pink; border: 1px solid pink; padding: 2px;"> </span>	Threshold Treatment
<span style="background-color: green; border: 1px solid green; padding: 2px;"> </span>	No Entry (Exit Only)
<span style="color: orange;">↗</span>	Right Turn Ban
<span style="color: yellow;">↖</span>	Left-turn Only
<span style="color: red;">→</span>	One-way
<span style="background-color: blue; border: 1px solid blue; padding: 2px;"> </span>	No Through Road Blockade
<span style="color: blue;">↙</span>	Left Turn Ban



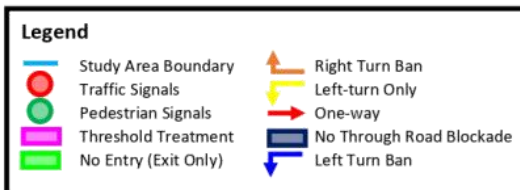
# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.6





# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.7

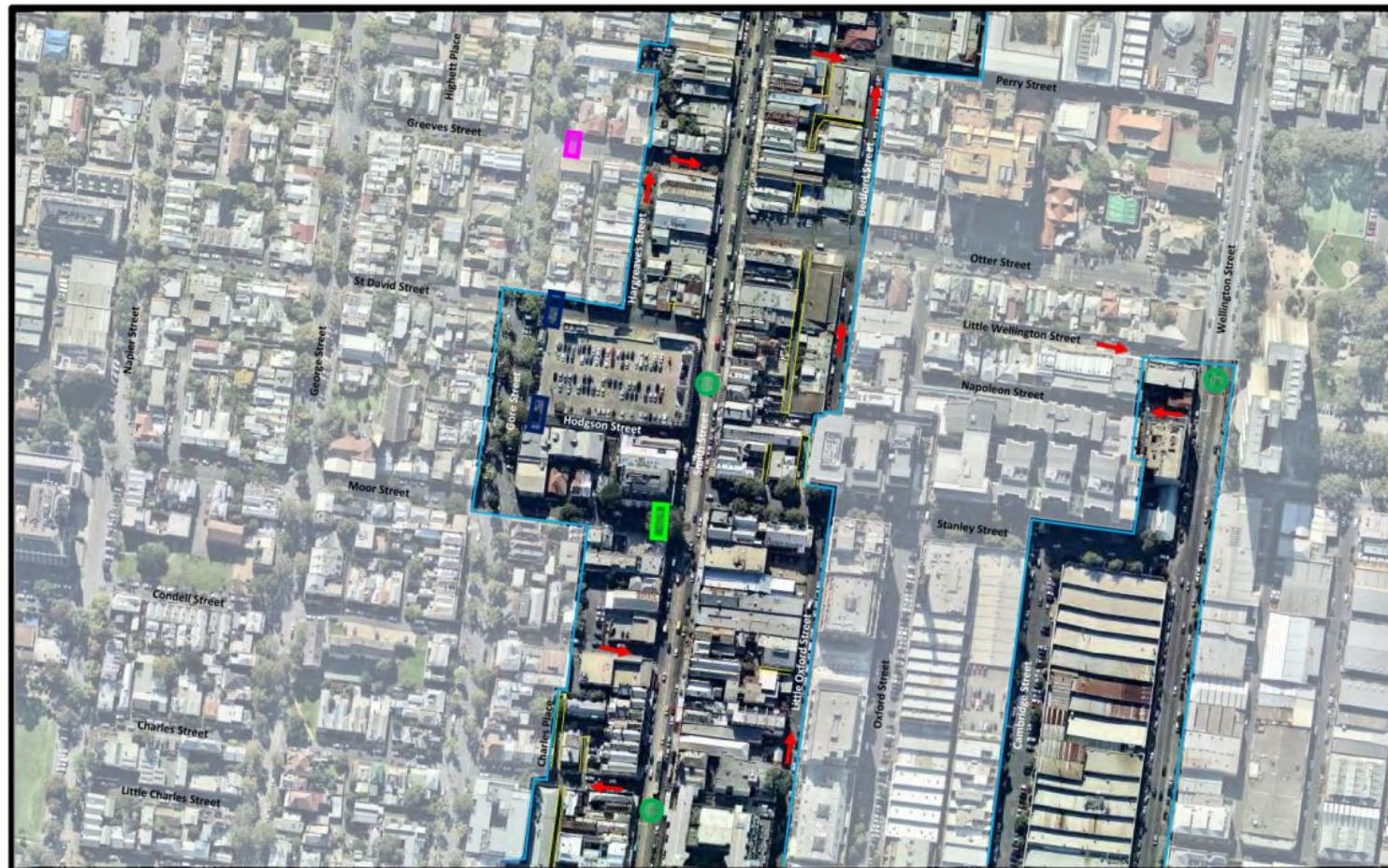
Legend	
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<span style="color: red;">●</span>	Traffic Signals
<span style="color: green;">●</span>	Pedestrian Signals
<span style="background-color: pink; border: 1px solid pink; padding: 2px;"> </span>	Threshold Treatment
<span style="background-color: green; border: 1px solid green; padding: 2px;"> </span>	No Entry (Exit Only)
<span style="color: orange;">↗</span>	Right Turn Ban
<span style="color: yellow;">↙</span>	Left-turn Only
<span style="color: red;">→</span>	One-way
<span style="background-color: blue; border: 1px solid blue; padding: 2px;"> </span>	No Through Road Blockade
<span style="color: blue;">↙</span>	Left Turn Ban



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.8

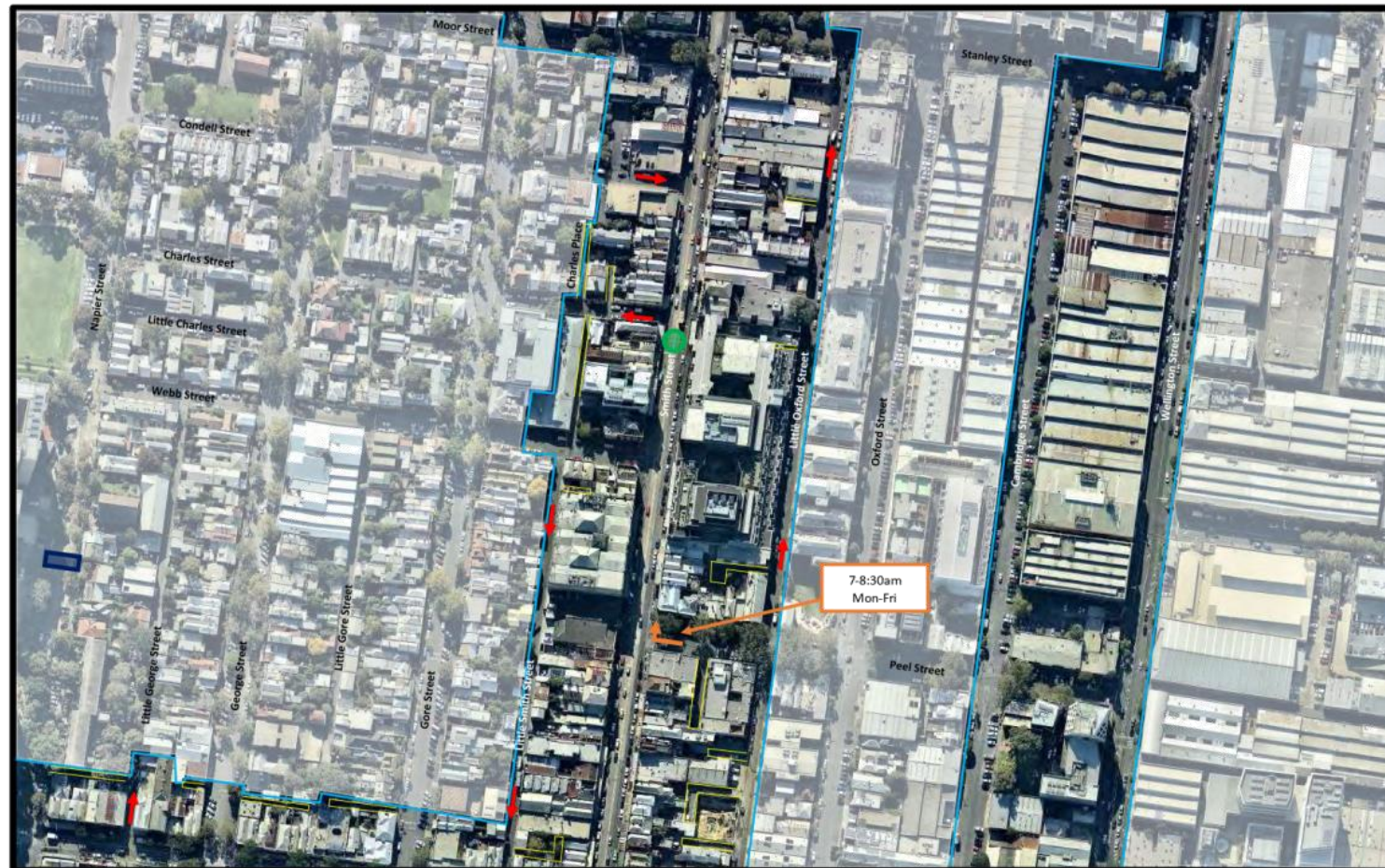
Legend	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	No Through Road Blockade
	Left Turn Ban



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.9

Legend	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	No Through Road Blockade
	Left Turn Ban



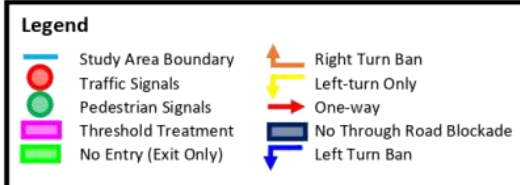
# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix B

Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.10





# Appendix C

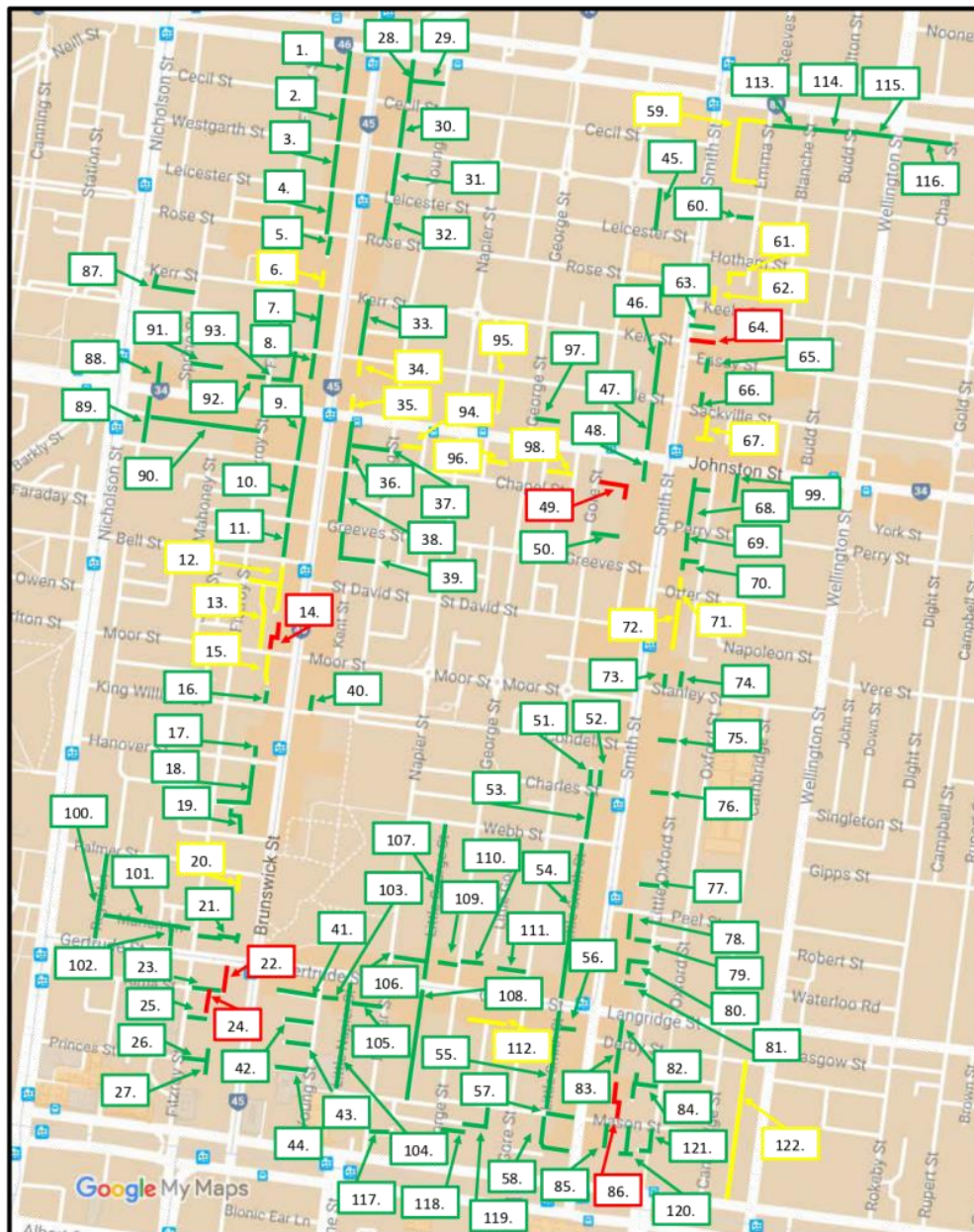
## Existing Laneway Conditions



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network





## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
1: ROW (from Alexandra Parade to Cecil Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way, must turn left to/from Alexandra Parade. Cecil Street is one-way westbound.</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – there is a connecting ROW to the east which is currently inaccessible.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
2: ROW (from Cecil Street to Westgarth Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m</li> <li>• Traffic management – Two-way, Cecil Street is one way westbound.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
3: ROW (from Westgarth Street to Leicester Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park on south side</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
4: ROW (from Leicester Street to Rose Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.3m-3.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
5: ROW (from Rose Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – property on west side of ROW is set back from property boundary</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
6: ROW (from Kerr Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – very narrow and has a gate that can be closed</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Vertically constrained</li> <li>• Narrow width – should be widened to at least 3m if used for vehicle access</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C



#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
7: ROW (from Kerr Street to Argyle Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m-3.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
8: ROW (from Argyle Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.25m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
9: ROW (from Johnston Street to Victoria Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m-3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Layout features</b> – There is a connecting ROW to the west, which is gated off to the public.</p> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network



Street Name	Description	Photo
10: ROW (from Victoria Street to Greeves Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m-4.45m</li> <li>• Traffic management – Two-way, Greeves Street is one-way westbound.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout Features – There is a connecting ROW to the west, with a splay provided on the northwest corner of the intersection.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
11: ROW (from Greeves Street to Bell Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way, Greeves Street is one-way westbound.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW on the west, with no splays provided.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C




#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
12: Fisher Lane (from Bell Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 2.85m-5.55m</li> <li>Traffic management – Two-way</li> <li>Parking – Parking provided in car park at southern end behind gate</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> <li>Layout Features – There is a ROW of width 3.05m on the west side of Fisher Lane which connects to Fitzroy Street to the west, and the continuation of Fisher Lane to the south. There are no splays at any of the intersections.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>Needs splays</li> <li>Needs connectivity with other section of Fisher Lane</li> </ul>	
13: Fisher Lane (from Moor Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.05m</li> <li>Traffic management – Two-way, Moor Street is one-way westbound</li> <li>Parking – Large car park in the middle</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> <li>Layout Features – There is another ROW of width 3.05m to the north. This ROW connects to Fitzroy Street in the west, and the continuation of Fisher Street to the north. There are no splays on any of the intersections.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>Needs splays</li> <li>Needs connectivity with other section of Fisher Lane</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
14: ROW (from Moor Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.55m</li> <li>• Traffic management – Two-way, Moor Street is one-way westbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a zigzag bend in the ROW, with no splays provided.</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Needs splays</li> <li>• Narrow</li> </ul>	
15: ROW (from Moor Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m to 6m (at end)</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend in the ROW, with no splay provided. The ROW continues north-south after the bend. The ROW does not provide a connection between the two streets.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Needs splays</li> </ul>	
16: ROW (from King William Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.0m</li> <li>• Traffic Management – Two-way</li> <li>• Parking –No Parking</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network




Street Name	Description	Photo
17: ROW (from Hanover Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – Small footpath on west side</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
18: Brunswick Place (from south side of Hanover Street to Fitzroy Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking within ROW, however parking is available around the 90 degree bend towards the west</li> <li>• Footpath – Footpath available around the 90 degree bend towards the west</li> <li>• Material – Bluestone</li> <li>• Layout features – Operates as a single lane two-way ROW in a north-south direction before turning 90 degrees towards the west where two-way passing is available</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
19: ROW (from James Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend in the ROW for pedestrian use only</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Bend only accessible for pedestrians</li> <li>• Suitable for properties fronting Brunswick Street</li> </ul>	



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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network




Street Name	Description	Photo
20: ROW (from Palmer Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Should be 3m wide</li> <li>• Short in length</li> </ul>	
21: ROW (from Fitzroy Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m to 3.7m. The ROW is 4.1m around the T-intersection.</li> <li>• Traffic management – Two-way, traffic is restricted to travel south along Fitzroy Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a kink halfway along the ROW with splays. The ROW forms a T-intersection at its end</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> </ul>	
22: Alma Street (north-south section from Gertrude Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.55m</li> <li>• Traffic management – Not suitable for traffic movement. No vehicle access is provided to properties.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Narrow and bends 90 degrees at the end towards the west</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Too narrow</li> <li>• Limited ability to widen</li> </ul>	



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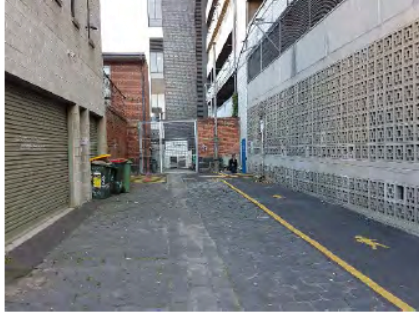
#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
23: Alma Street (east-west section from Fitzroy Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m</li> <li>• Traffic management – Two-way. Vehicles travelling to Fitzroy Street must travel towards the north from the ROW (one-way).</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Bends 90 degrees at the end towards the north (not suitable for vehicle access). A north-south ROW extends from the midpoint, with splays on one corner</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
24: ROW (north-south from Alma Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – splays on one corner</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Lacks splays</li> <li>• Difficult to get into from Alma Street</li> </ul>	
25: ROW (east-west from Fitzroy Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.0m-3.3m (around bend)</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend towards the south with no splay</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
<b>26: Princes Street (east-west from Fitzroy Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.95m (including building setback)</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking on the north side of ROW within building setback</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt &amp; Bluestone</li> <li>• Layout features – Forms a T-intersection with ROW at the end in a north-south direction</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Two-way traffic</li> </ul>	
<b>27: ROW (from Princes Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 6.1m (including footpath)</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on west side (south of Princes Street)</li> <li>• Material – Asphalt &amp; Bluestone</li> <li>• Layout features – Includes footpath south of Princes Street.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Two-way traffic</li> </ul>	

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### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
28: ROW (from Alexandra Parade to Cecil Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way, must enter/exit left at Alexandra Parade. Cecil Street is one-way westbound.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Connects to ROW 29. on the eastern side. No splays are provided.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
29: ROW (from ROW 28. to Young Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout Features – Connects to ROW 28. on the western side. No splays are provided.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
30: ROW (from Cecil Street to Westgarth Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No Footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	



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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
31: ROW (from Westgarth Street to Leicester Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW on the east side, which connects to Young Street</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
32: ROW (from Leicester to Rose)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
33: ROW (from Kerr Street to Argyle Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.9m-6.7m</li> <li>• Trafficable Width – 2.9m-8.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Both sides of the road for the south section</li> <li>• Material – Bluestone and Asphalt</li> <li>• Layout features – The ROW is narrow for the norther section, but opens out into a wider ROW with footpaths and kerbing. The material also changes at this point from bluestone to asphalt. There is an east-west section at this point which connects to Young Street.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	



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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
<b>34: ROW</b> (from Argyle Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Gravel</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow – less than 3m in width</li> <li>• Short in length</li> </ul>	
<b>35: ROW</b> (from Johnston Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow – less than 3m in width</li> <li>• Short in length</li> </ul>	
<b>36: ROW</b> (from Johnston Street to Victoria Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Connects to ROW 37. on the east side, with no splays provided</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
37: ROW (from ROW 36. to Young Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way, Young Street is one-way northbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Connects to ROW 36. on the west end, with no splays provided</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
38: ROW (from Victoria Street to Greeves Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW on the east side, with no splays provided.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
39: ROW (from Greeves Street to Young Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m-3.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend in the ROW, with a splay provided on the north-east corner.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network




Street Name	Description	Photo
<b>40: ROW</b> (North-south section from King William Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way, must travel west on King William Street as a No Through Road is to the east (bollards)</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
<b>41: ROW</b> (from Young Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout Features – Kink located towards the western end of ROW</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Kink</li> <li>• Length</li> <li>• Slightly less than two-way traffic</li> </ul>	
<b>42: ROW</b> (from Young Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.0m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout Features – No properties take vehicle access from the ROW</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	



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Street Name	Description	Photo
43: Graham Street (from Young Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 5.1m</li> <li>Road reserves – 8.0m</li> <li>Traffic management – Two-way</li> <li>Parking – Parking provided on the north side on-street</li> <li>Footpath – Footpaths on both the north and south side</li> <li>Material – Asphalt with bluestone kerb &amp; channel</li> <li>Layout features – Operates with a single lane for two-way traffic. There is a dead-end at the western end.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Two-way traffic</li> </ul>	
44: Duke Street (from Young Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.2m</li> <li>Road reserves – 7.8m</li> <li>Parking – No parking</li> <li>Footpath – Footpaths on both the north and south side</li> <li>Material – Bluestone slate</li> <li>Layout Features – No entry authorised vehicles expected.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
45: ROW (from Westgarth Street to Leicester Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.05m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Could be made one-way</li> <li>Continuous</li> </ul>	



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### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
46: Macrobertson s Lane (from Kerr Street to Argyle Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.8m-4.05m</li> <li>Traffic management – Two-way, Argyle Street is one-way westbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Could be made one-way</li> <li>Continuous</li> </ul>	
47: Macrobertson s Lane (from Argyle Street to Johnston Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.45m-3.8m</li> <li>Traffic management – Two-way, Argyle Street is one-way westbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Could be made one-way</li> <li>Continuous</li> </ul>	
48: Macrobertson s Lane (from Johnston Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.1m-3.3m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
49: ROW (from Gore Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m-3.25m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend in the ROW, with a splay provided on the southwest corner</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow</li> <li>• Bend</li> <li>• Inability to widen</li> </ul>	
50: ROW (from Gore Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park at east end of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	
51: ROW (from Charles Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in Length</li> <li>• Dead End</li> </ul>	

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Street Name	Description	Photo
52: Charles Place (from Charles Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
53: ROW (from Charles Street to Webb Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.05m</li> <li>• Traffic management – Two-way, Charles Street is one-way westbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
54: Little Smith Street (from Webb Street to Gertrude Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.5m</li> <li>• Road reserve – 5.8m</li> <li>• Traffic management – One-way southbound</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow path/kerbing on both sides</li> <li>• Material – Asphalt</li> <li>• Layout features – long and narrow</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• One-way</li> <li>• Used for loading without adequate space</li> </ul>	

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Street Name	Description	Photo
55: Little Smith Street (from Gertrude Street Little Victoria Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4.2m</li> <li>• Road Reserve – 6.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow path/kerbing on both sides</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
56: ROW (from Little Smith Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
57: Little Victoria Street (from Little Smith Street to Smith Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4m</li> <li>• Road Reserve – 6.35m</li> <li>• Traffic management – One-way westbound</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on both sides</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> <li>• Continuous</li> <li>• One-way</li> </ul>	



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Street Name	Description	Photo
58: Little Smith Street (from Little Victoria Street to Smith Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m-4.5m</li> <li>• Road Reserve – 3.1m-6.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow path/kerbing on both sides for north-south section, none for east-west section</li> <li>• Material – Asphalt and Bluestone</li> <li>• Layout features – there is a 90 degree bend in the ROW with a narrow kink from the property on the southwest corner making it difficult to traverse.</li> </ul> <p><b>Constraints: Unconstrained Laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> <li>• Corner does not need to be traversed</li> </ul>	
59: ROW (from Emma St to Emma Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.9m-3.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – there are two 90 degree bends on the ROW, with a splay provided for the northern bend. The southern bend does not have a splay and is difficult to traverse. There is also construction going on adjacent to the ROW.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of splay on the southern bend</li> </ul>	
60: ROW (from Emma Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – There is a car park at the western end of the ROW.</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

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Street Name	Description	Photo
<b>61: ROW (from Emma Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m-3.35m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – there is a 90 degree bend at the end of the ROW, with no splays provided.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lacks splays</li> </ul>	
<b>62: ROW (from Keele Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow – less than 3m in width</li> </ul>	
<b>63: ROW (from Smith Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained Laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

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Street Name	Description	Photo
64: ROW (from Smith Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 2.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Unsealed</li> <li>• Gated entrance</li> </ul> <b>Constraints: Highly Constrained</b> Narrow width	
65: ROW (from Easey Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.0m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained Laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
66: ROW (from Sackville Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 2.9m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	



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Street Name	Description	Photo
67: ROW (from Sackville Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.6m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> <li>Layout features – Has a T-intersection with an east-west section. There are no splays, but the open section at the end allows for turning.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>Requires splays at T-intersection</li> </ul>	
68: ROW (from Perry Street to Bedford Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 2.75m-3.1m, plus additional width due to property setback</li> <li>Traffic management – Two-way, Bedford Street is one-way northbound. Perry Street is one-way eastbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> <li>Layout features – The ROW has a T-intersection on the western side. At this point there is splays on both corners. The property along the south of the ROW is also setback from its boundary.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Two-way traffic flow</li> </ul>	
69: ROW (from Perry Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.35m</li> <li>Traffic management – Two-way, Perry Street is one-way eastbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	



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Street Name	Description	Photo
<b>70: ROW (from Bedford Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – The ROW has a 90 degree bend with a splay provided on the southeast corner.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
<b>71: ROW (from Otter Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Narrow in width</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow – less than 3m in width</li> <li>• Short in length</li> </ul>	
<b>72: ROW (from Otter Street to END)</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.25m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Long ROW with large amount of vehicle access.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Needs widening or passing area</li> <li>• Length</li> </ul>	

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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
73: ROW (from Stanley Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 2.75m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> <li>Narrow – but existing property setback makes width acceptable</li> </ul>	
74: ROW (from Stanley Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 6.05m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
75: ROW (from Little Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Concrete</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
76: ROW (from Little Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.45m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	

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Street Name	Description	Photo
77: Oxford Place (from Little Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
78: ROW (from Peel Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4.3m</li> <li>• Road Reserve – 6.25m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow footpath/kerbing on both sides</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
79: ROW (from Little Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m-4.45m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a slight kink in the ROW, with a splay provided.</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	



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Street Name	Description	Photo
80: ROW (from Little Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.8m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> <li>Layout features – There is a 90 degree bend in the ROW, with a splay on the southeast corner</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
81: ROW (from Little Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 4.25m-7.65m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> <li>Two-way for parts</li> </ul>	
82: ROW (from Langridge Street to Derby Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.05m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Could be made one-way</li> <li>Continuous</li> </ul>	



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Street Name	Description	Photo
<b>83: ROW</b> (from Derby Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
<b>84: ROW</b> (from Oxford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4.1m-5.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – there is a T-intersection at the west end, with enough space to manoeuvre corners</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> <li>• Wide enough to turn</li> </ul>	
<b>85: ROW</b> (from Mason Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Unsealed road</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

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Street Name	Description	Photo
86: ROW (from Mason Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m-3.45m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – concrete</li> <li>• There is a kink section in the middle, with splay provided at each turn</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Bend</li> <li>• Inability to widen</li> </ul>	
87: ROW (from Kerr Street to Spring Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.15m-4.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend in the ROW, with no splay provided</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
88: Johnston Place (from Johnston Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.3m</li> <li>• Road reserve – 5.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – there is a section of low lying vegetation of the east side of the ROW</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> <li>• Two-way</li> </ul>	

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Street Name	Description	Photo
89: ROW (north-south section from Johnston Street to Victoria Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.4m-4.6m</li> <li>• Traffic Management – Two-way</li> <li>• Parking – Car park on west side of mid-point</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the east of the east which provides access to Fitzroy Street. No splay is provided, but the property to the south of the intersection is set back. Access to Johnston Street is provided via the private car park to the west.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
90: ROW (East-West section from ROW 86. to Fitzroy Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 6.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park to the west end of ROW</li> <li>• Footpaths – No footpaths</li> <li>• Materials – Bluestone</li> <li>• Layout features – connected to ROW 86. at the west end. Access to Johnston Street is provided via the private car park to the west.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Two-way</li> </ul>	
91: Harrison Place (from Spring Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There are 2 short ROWs on the north and south side of Harrison Place, with no splay provided at either</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	



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#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network




Street Name	Description	Photo
92: ROW (from west side of Fitzroy Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.2m</li> <li>Traffic management – Two-way</li> <li>Parking – Parking for adjacent properties along south side of ROW</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
93: ROW (from Fitzroy Street to Argyle Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.15m-3.25m</li> <li>Traffic management – Two-way</li> <li>Parking – No Parking</li> <li>Footpath – No footpaths</li> <li>Material – Bluestone</li> <li>Layout features – There is a 90 degree bend in the ROW, with no splay provided</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Two short lengths</li> </ul>	
94: ROW (from Hertford Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 2.75m – but hard to tell with construction occurring</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Partially Constrained</b> <ul style="list-style-type: none"> <li>Short</li> <li>Narrow – however current construction may affect width</li> </ul>	



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
95: ROW (from Argyle Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4m</li> <li>• Traffic management – Two-way, Argyle Street is one-way eastbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Needs widening</li> <li>• High development potential</li> </ul>	
96: ROW (from Rochester Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• 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.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow – less than 3m width</li> <li>• Short</li> </ul>	
97: ROW (from George Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C


#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
98: ROW (from Elliot Street to Chapel Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 2.7m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Partially constrained</b> <ul style="list-style-type: none"> <li>Narrow – less than 3m width</li> <li>Short</li> </ul>	
99: ROW (from Johnston Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.2m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short</li> </ul>	
100: Royale Lane (from Gertrude Street to Palmer Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.9m</li> <li>Road reserve – 4.55m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – Narrow path/kerbing on the east side</li> <li>Material – Asphalt</li> <li>Layout features – Connects to Marion Lane to the east, with a splay provided on the northeast corner</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Could be made one-way</li> <li>Continuous</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network




Street Name	Description	Photo
101: Marion Lane (from Royal Lane to Fitzroy Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m-6m</li> <li>• Traffic management – Two-way, Fitzroy Street is one-way southbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Narrow at the east end, but widens out to allow vehicle passing</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
102: ROW (from Gertrude Street to Marion Lane)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-3.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Intersects with Marion Lane, with little sight distance to see incoming traffic/pedestrians.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
103: ROW (from Young Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way, Young Street is one-way northbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
104: Little Napier Street (from Gertrude to Little Victoria Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.7m</li> <li>Road Reserve – 5.2m</li> <li>Traffic management – One-way northbound</li> <li>Parking – No parking</li> <li>Footpath – Narrow kerbing/path on both sides</li> <li>Material – Asphalt</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Already one-way</li> </ul>	
105: ROW (from Little Napier to Napier)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3.95m</li> <li>Traffic management – Two-way, Little Napier is one-way northbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
106: ROW (from Napier Street to Little George Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>Carriageway width – 3m</li> <li>Traffic management – Two-way, Little George is one-way northbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Bluestone</li> <li>Layout Features – connects to Little George Street in the east, with a splay provided on the northwest corner</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
107: Little George Street (from Gertrude Street to Webb Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.75m</li> <li>• Road Reserve – 5.05m</li> <li>• Traffic management – One-way, northbound</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow path/kerbing on each side</li> <li>• Material – Bluestone</li> <li>• Layout features – Connects to ROW 106. on the west side, with a splay on the northwest corner.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Already one-way</li> </ul>	
108: Little George Street (from Gertrude Street to Little Victoria Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Road Reserve – 4.6m</li> <li>• Traffic management – One-way northbound</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Has a connecting ROW on the west side, with no splays provided</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Already one-way</li> </ul>	
109: ROW (from George Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.9m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
<b>110: ROW (from George Street to END)</b>	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
<b>111: ROW (from Gore Street to END)</b>	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
<b>112: ROW (east-west ROW abutting Gertrude Street properties, Connected to Little Gore Street)</b>	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – T intersection with Little Gore Street, which has a width of 4.3m (plus kerbing). Kerbing splays on southeast corner.</li> </ul> <b>Constraints: Partially constrained</b> <ul style="list-style-type: none"> <li>• Length of little Gore Street</li> <li>• Lacks passing opportunities</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C


#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
113: ROW from Emma Street to Blanche Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m</li> <li>• Traffic management – Two-way, No entry from Alexandra Parade to both Blanche Street and Emma Street. Right turns are also not permitted from these streets to Alexandra Parade</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the south, with splays provided on both corners at the intersection</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
114: ROW (from Blanche Street to Budd Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, No entry from Alexandra Parade to both Blanche Street and Budd Street. Right turns are also not permitted from these streets to Alexandra Parade</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the south, with a splay provided on the southeast corner.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	

## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C

#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network




Street Name	Description	Photo
115: ROW (from Budd Street to Wellington Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way, No entry from Alexandra Parade to Budd Street. Right turns are also not permitted from Budd Street to Alexandra Parade</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the south, with a splay provided on the southeast corner.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	
116: ROW (from Wellington Street to Charlotte Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way, No entry from Alexandra Parade to Charlotte Street. Right turns are also not permitted from Charlotte Street to Alexandra Parade</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the south, with no splays provided.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Could be made one-way</li> <li>• Continuous</li> </ul>	



## Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

### Appendix C


#### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
117: ROW (from Napier to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a 90 degree bend with no splay provided</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
118: ROW (from George Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	
119: ROW (from Little Victoria Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m-3.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a 90 degree bend, with a splay provided on the northwest corner</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short in length</li> </ul>	

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix C

### Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
120: ROW (from Mason Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 4m-6.2m</li> <li>Road Reserve – 4.9m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – Footpath on west side</li> <li>Material – Asphalt</li> <li>Layout features – There is a T-intersection at the south end of the ROW, with an open car park section which allows for turning</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Wide road, which allows easy manoeuvrability</li> </ul>	
121: ROW (from Mason Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 4.2m-4.45m</li> <li>Traffic management – Two-way, Mason Street is one-way eastbound</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> <li>Layout features – There is a 90 degree bend at the south end of the ROW, with an open car park section which allows for turning</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short in length</li> </ul>	
122: ROW (from Derby Street to Victoria Parade)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.55m</li> <li>Traffic management – Two-way, vehicles must enter/exit left at Victoria Parade</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> <li>Layout features – Long and has a large number of vehicles taking access</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>Length</li> <li>Should be one-way</li> <li>High development potential</li> </ul>	



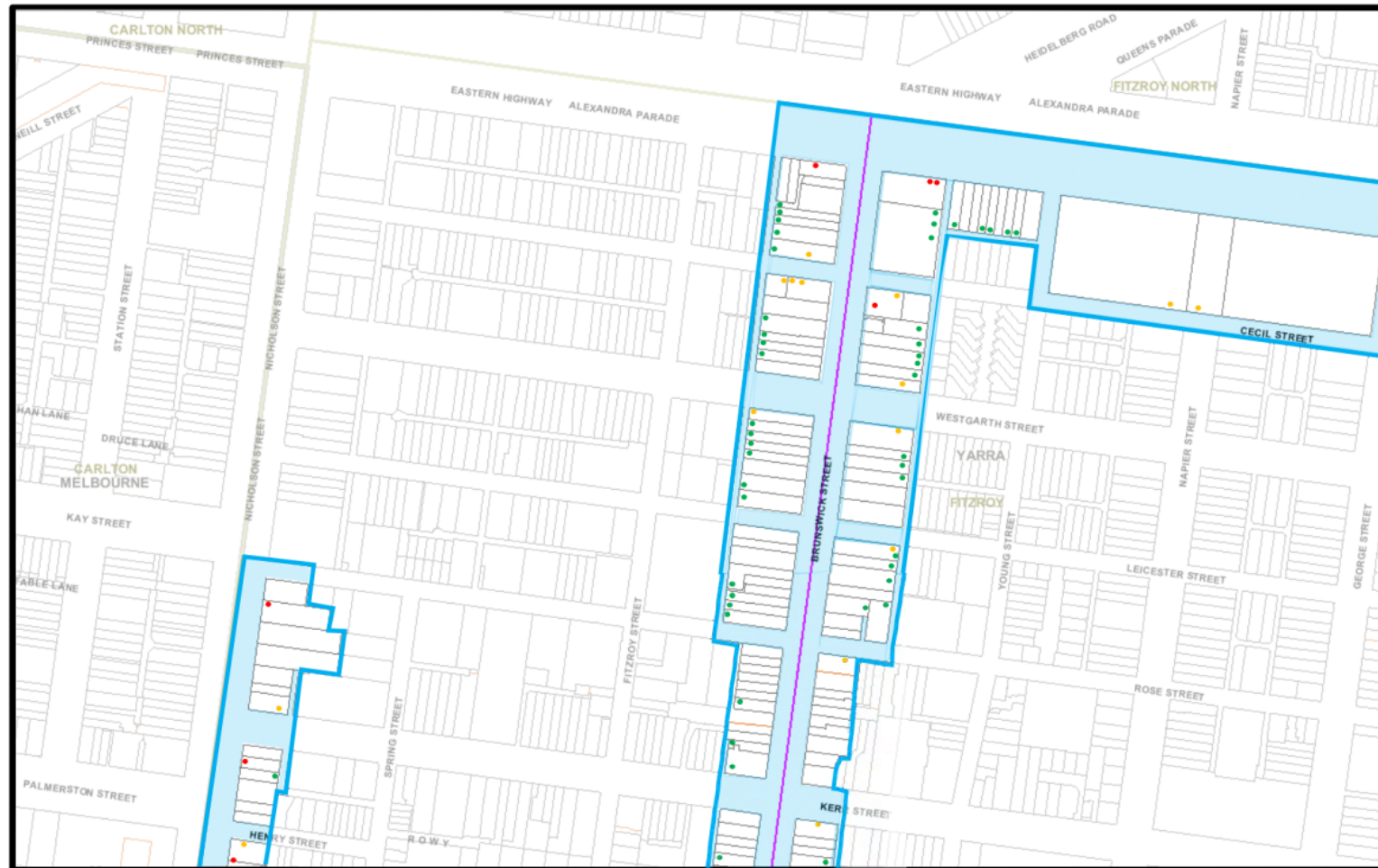
# Appendix D

## Existing Vehicle Access Arrangements

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.1

### Legend

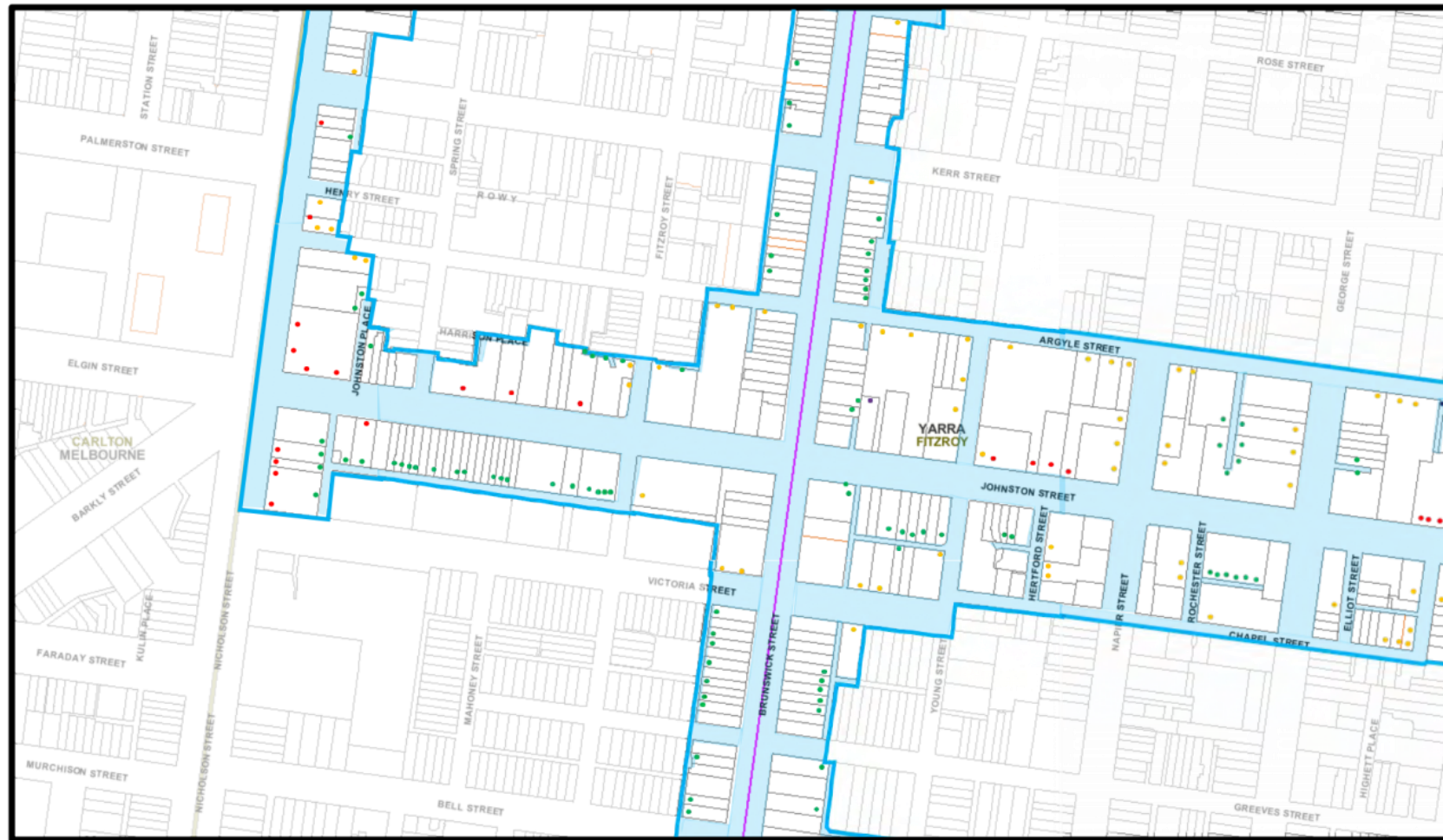
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.2

### Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.3

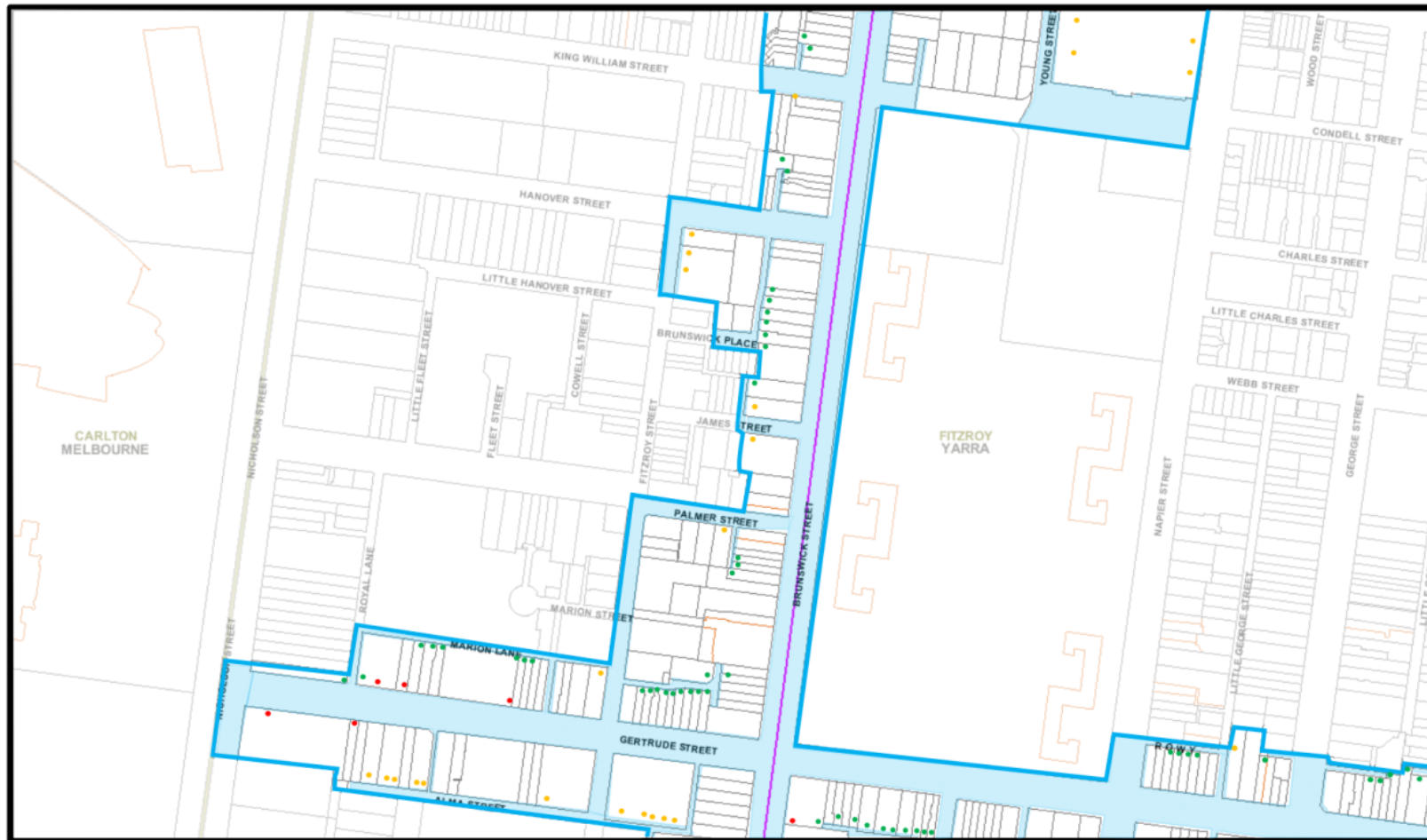
### Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



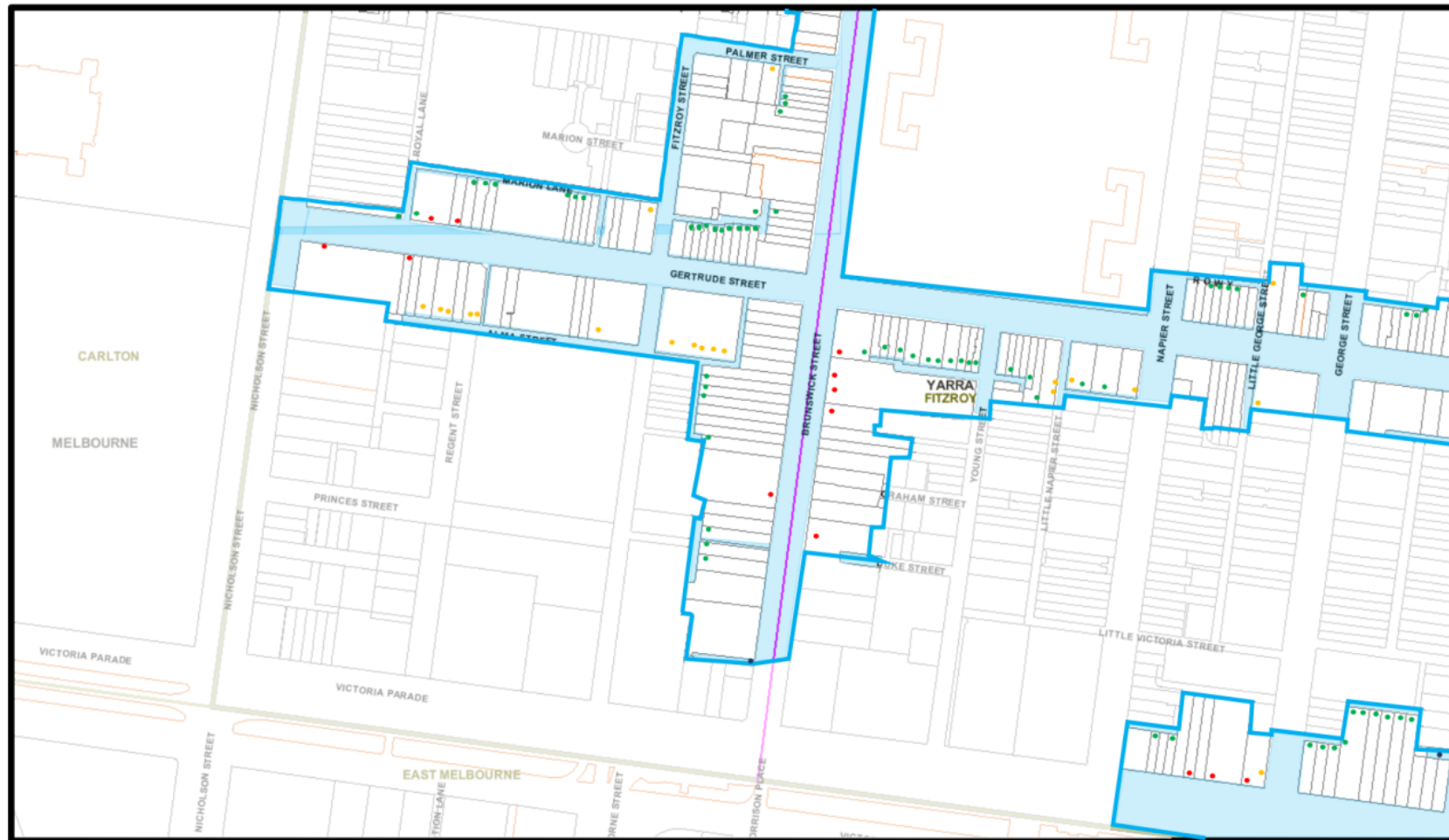
MAP NO.4



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.5

### Legend

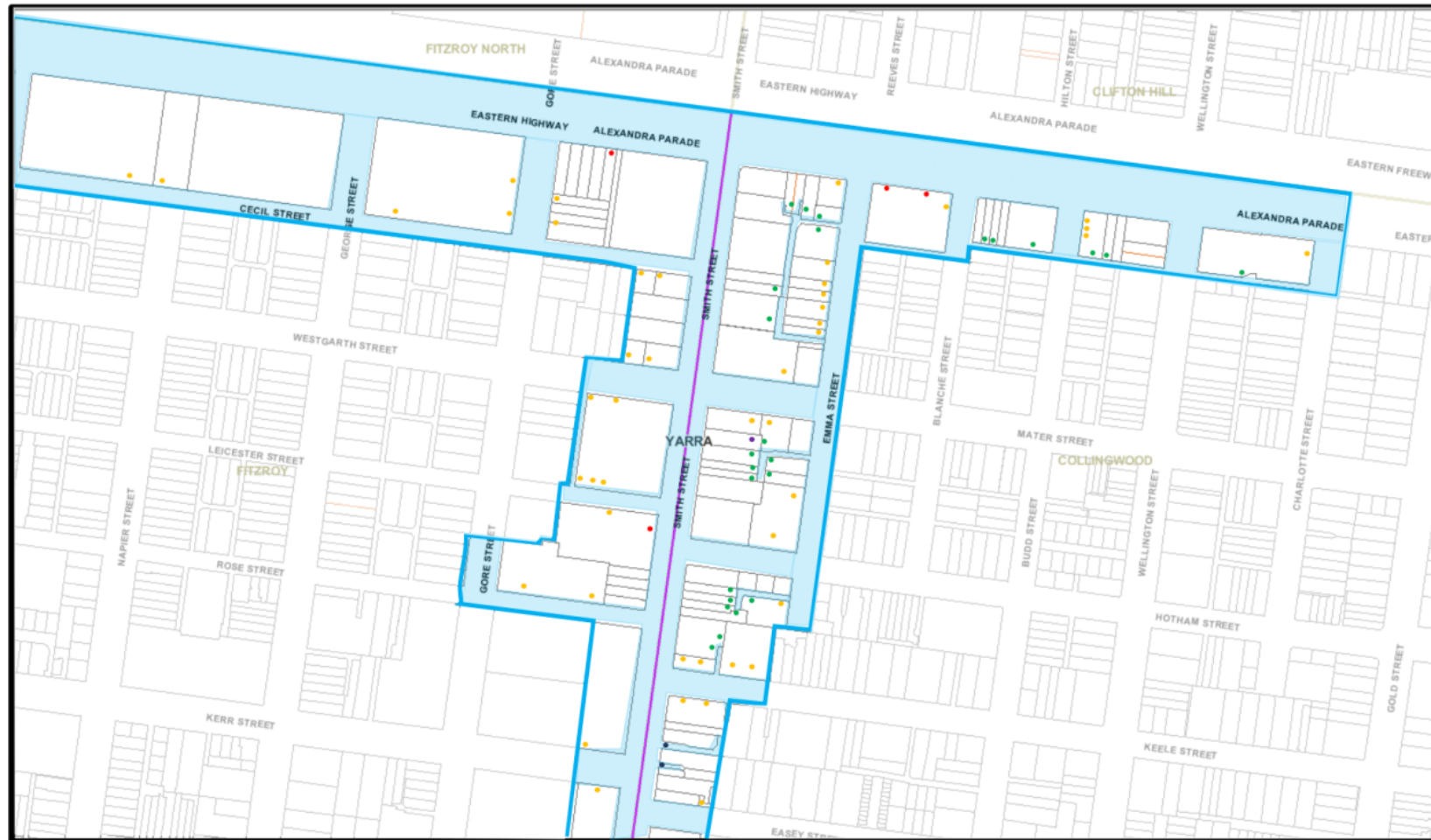
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.6

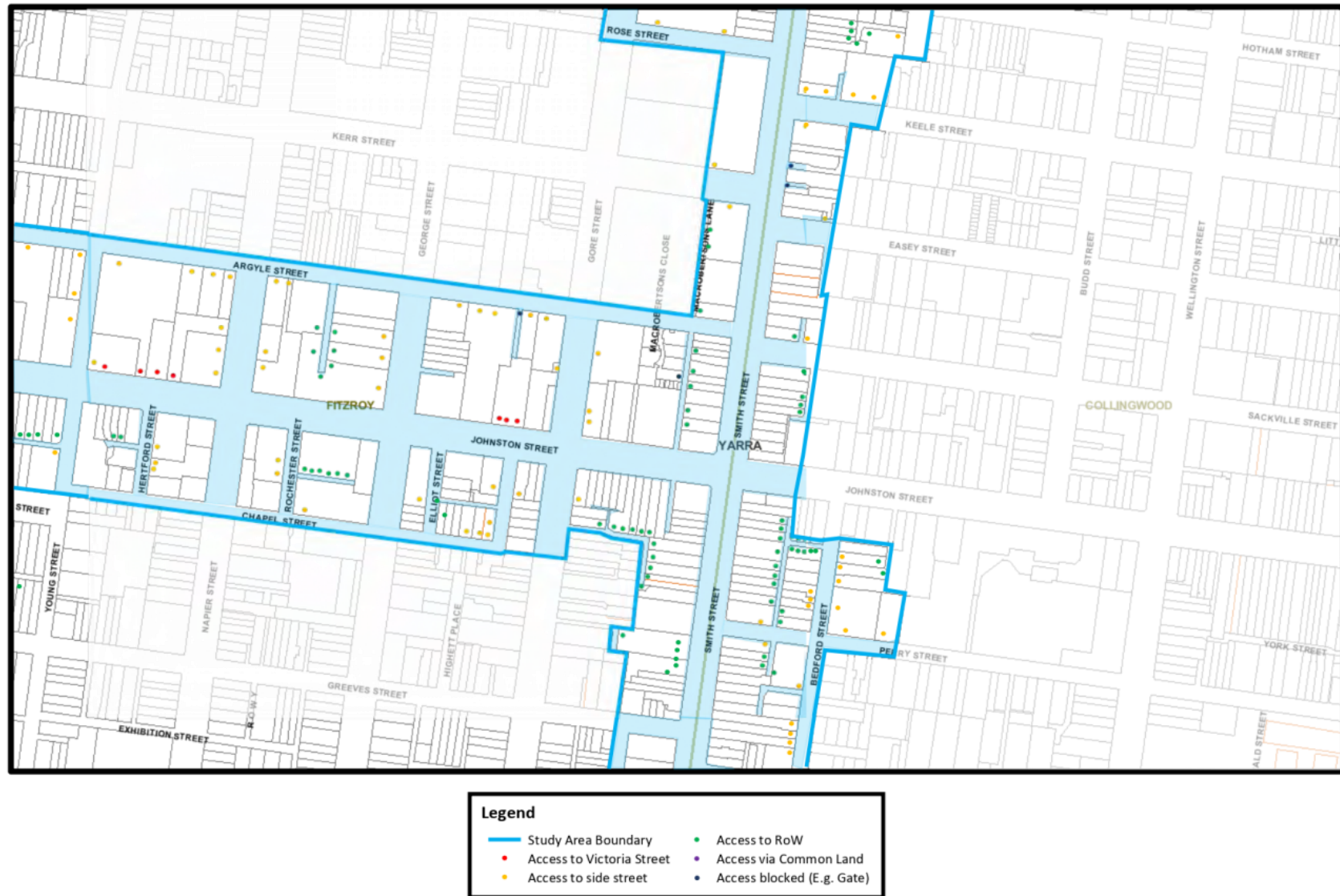
### Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.8

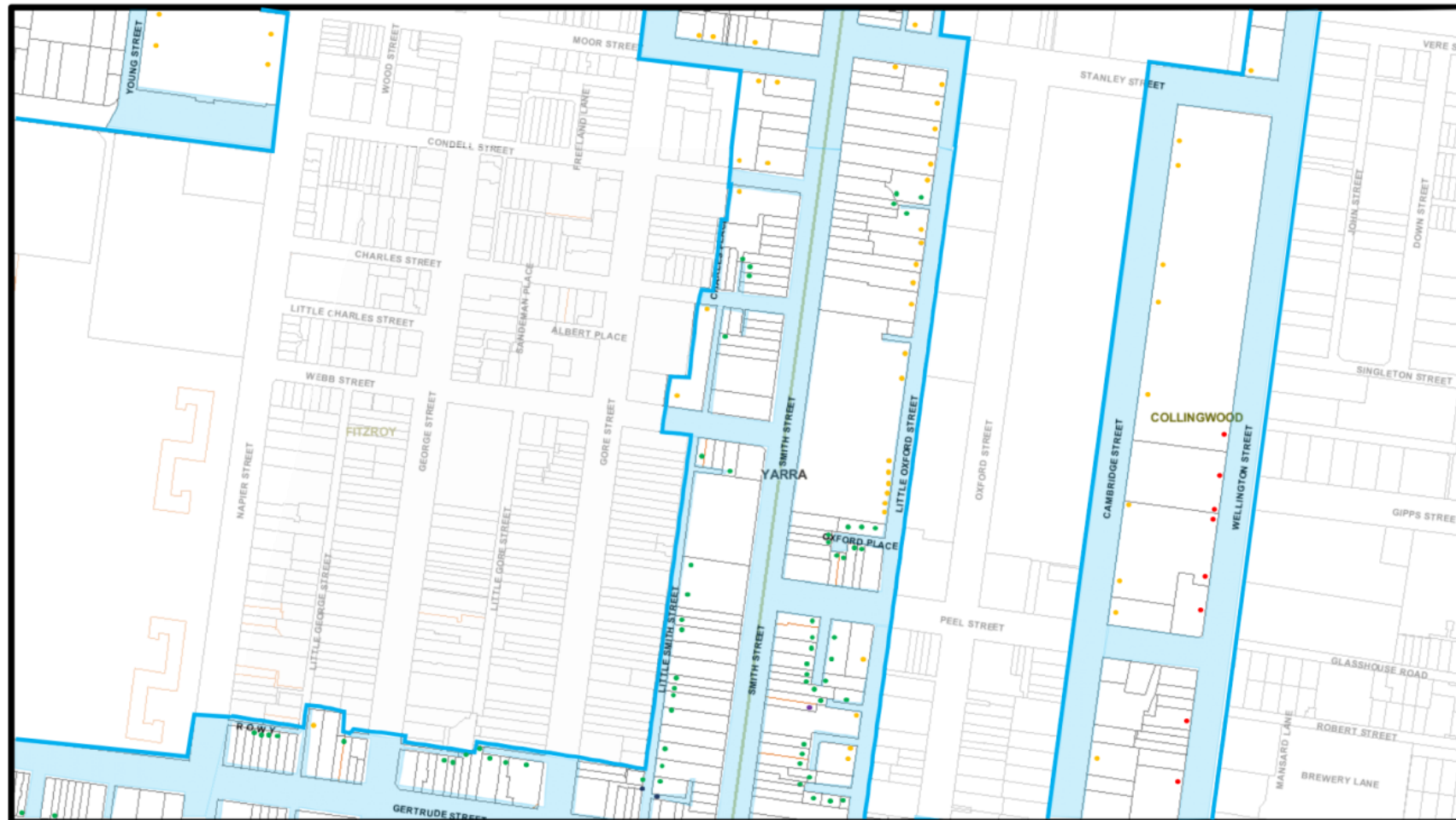
### Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.9

### Legend

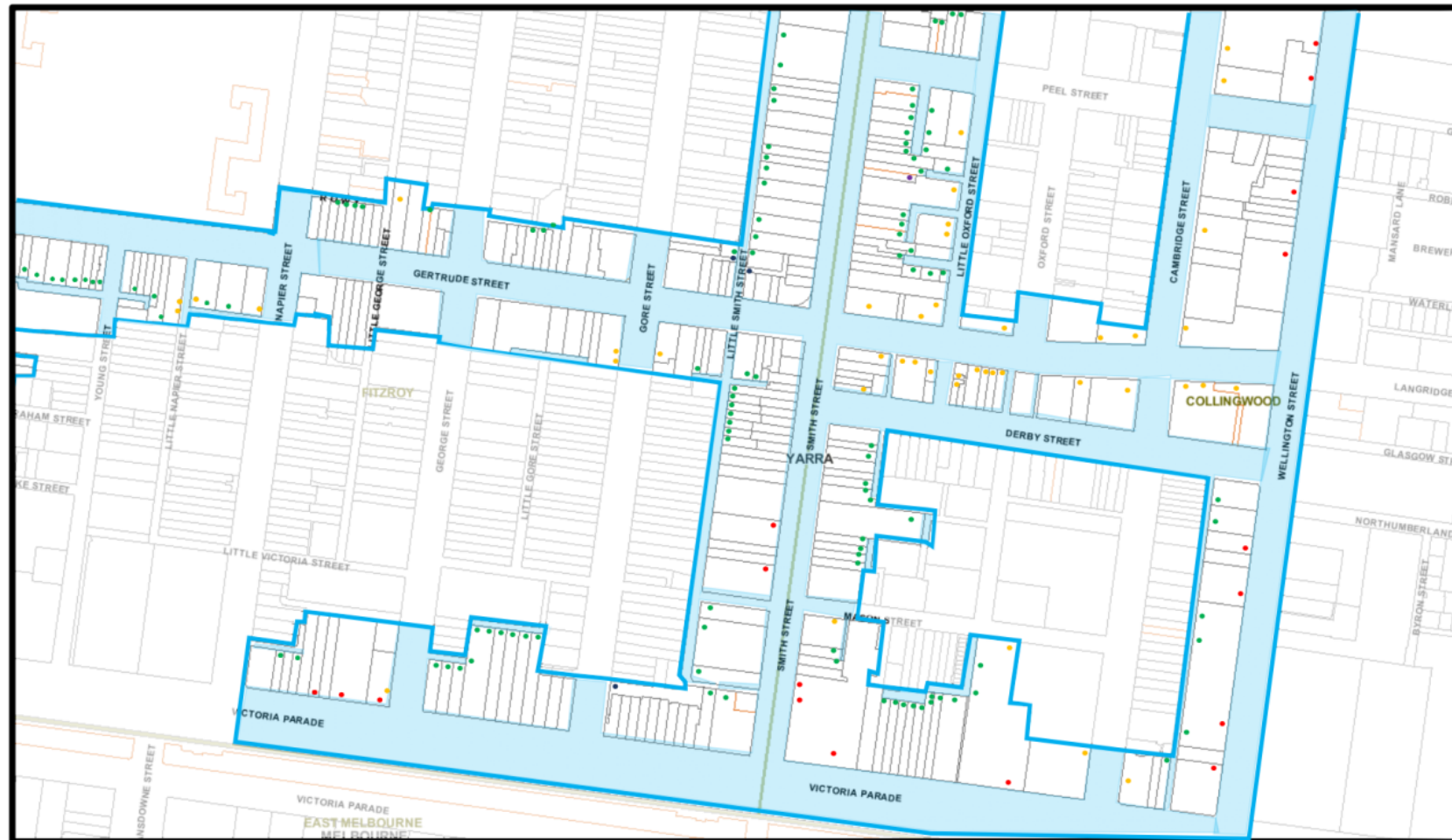
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)



# Attachment 4 - C293 Traffic Engineering Assessment Brunswick and Smith St Activity Centres November 2019

## Appendix D

Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.10

### Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

## Attachment 5 - C293 Proposed DDO23

### SCHEDULE 23 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO23**

#### COLLINGWOOD SOUTH (MIXED-USE) PRECINCT

##### 1.0 Design objectives

To foster an emerging, contemporary, mixed-use form on infill sites with a prominent street-wall edge, incorporating upper level setbacks and high-quality design features that create a distinction between lower and upper levels.

To ensure that the overall scale and form of new buildings is low- to mid-rise and responds to the topography of the precinct, by providing a suitable transition in height as the land slopes upwards, whilst minimising amenity impacts on existing residential properties, including visual bulk, overlooking and overshadowing.

To protect the industrial, residential and institutional built heritage of the precinct through maintaining the prominence of the corner heritage buildings on Wellington Street, and respecting both individual and groups of low-scale heritage buildings through recessive upper level development and a transition in scale from taller form towards the interface with heritage buildings.

To promote and encourage pedestrian-oriented, high quality urban design outcomes through street edge activation and the protection of footpaths and public open spaces from loss of amenity through overshadowing.

To ensure that development provides for equitable development outcomes through building separation and a design response that considers the development opportunities of neighbouring properties.

##### 2.0 Buildings and works

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.

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

**Rear interface** is the rear wall of any proposed building or structure whether on the property boundary or set back from the property boundary.

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

## Attachment 5 - C293 Proposed DDO23

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

**Setback** is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the property boundary.

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

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

### 2.2 General Requirements

The requirements below 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'.

### 2.3 Street wall height and front setback requirements

Development must not exceed the street wall heights as shown in Map 1.

Development should not exceed other street wall heights as shown in Map 1, unless all the following requirements are met, to the satisfaction of the Responsible Authority:

- the built form outcome as a result of the proposed variation satisfies the Design Objectives at Clause 1.0 of this schedule;
- the proposed street wall height provides a transition, scaling down to the interface with a heritage building; and
- the proposed street wall height does not overwhelm the adjoining heritage building and provides for an adequate transition towards it.

The street wall of infill development adjoining a heritage building should not be higher than the parapet height of the adjoining heritage building to the width of the property boundary or 6m, whichever is the lesser.

Development should have no front or side street setback, unless an immediately adjoining heritage building is set back from the street, in which case infill development should match the front setback of the adjoining heritage building from the same street, excluding laneway frontages.

Development at 54 and 56 Oxford Street must match the front setback of the heritage building at 58 Oxford Street.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear or side interface as required.

Development of non-heritage buildings on street corners should provide a corner splay at minimum of 1 x 1 metre at the site's corner boundaries.

## Attachment 5 - C293 Proposed DDO23

### 2.4 Upper level setback requirements

Upper levels above the street wall:

- must be set back by a minimum of 6 metres for heritage buildings;
- should be placed behind the front two rooms and/or principle roof form, whichever is the greater, for properties at 50-52 Oxford Street, 57-63 Oxford Street, 13-15 Peel Street and 14-34 Cambridge Street, Collingwood;
- should be placed behind the heritage fabric of 58-62 Oxford Street, Collingwood, as identified in the relevant Statement of Significance;
- should be set back by a minimum of 6 metres for other development sites in Areas 1 and 2 as shown on Map 1;
- should be set back by a minimum of 3 metres for other development sites in Area 3 as shown on Map 1.

Upper levels should:

- be visually recessive when viewed from the public realm to ensure development does not overwhelm the streetscape and minimises upper level bulk;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

For heritage buildings, upper level setbacks in excess of the minimum upper level setback requirements should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building;
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

### 2.5 Building height requirements

Development on sites shown as hatched on Map 1 must not exceed the building height shown on Map 1.

Development should not exceed the building heights shown on Map 1.

A permit should only be granted to construct a building or construct or carry out works which exceeds the building height shown in Map 1 where all the following requirements are met to the satisfaction of the responsible authority:

- the built form outcome as a result of the proposed variation satisfies:
  - the Design Objectives in Clause 1.0;
  - the Overshadowing and Solar Access Requirements in Clause 2.6;



## Attachment 5 - C293 Proposed DDO23

- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmental sustainable design measured as a minimum BESS project score of 70%.
  - no additional overshadowing 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 in excess of the requirements of Clause 52.34.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;
  - accessibility provision objective that exceeds the minimum standards in Clauses 55.07 and/or 58m as relevant; and
  - communal and/or private open space provision that exceeds the minimum standards in Clauses 55.07 and/or 58, as relevant.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, roof terraces, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands or planting areas in the public realm; and
- the equipment/structures are no higher than 2.6 metres above the proposed building height; and
- the equipment/structures occupy less than 50 per cent of the roof area (solar panels and green roof excepted).

## Attachment 5 - C293 Proposed DDO23

**Map 1: Building and Street Wall Heights**



### 2.6 Overshadowing and solar access requirements

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a residential zone, including where separated by a laneway.

Development must not overshadow any part of the southern side footpath from property boundary to kerb of Peel, Langridge and Derby Streets between 10am and 2pm on 22 September.

For streets that extend in a north-south direction (except for Little Oxford Street), development must not overshadow any part of the opposite side footpath from property boundary to kerb between 10am and 2pm on 22 September.

Development along Little Oxford Street should not overshadow parts of building that are above the ground floor between 10am and 2pm on 22 September.

## Attachment 5 - C293 Proposed DDO23

Development should be designed to minimise overshadowing of the following areas of open space and/or public realm between 10am and 2pm on 22 September, to the satisfaction of the Responsible Authority:

- Cambridge Street Reserve (incl. any future extension of the reserve);
- Oxford Street Reserve;
- The outdoor space of the Collingwood English Language School;
- Any kerb outstands, seating or planting areas on the opposite side of the street, as applicable.

### 2.7 Building separation, amenity and equitable development requirements

An application for development should provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development must:

- for buildings up to 27 metres, be setback 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 and/or exists on the adjoining property; and
- for buildings up to 27 metres, be setback a minimum of 3.0 metres from the common boundary where a commercial or non-habitable window facing the common boundary is proposed on the subject site and/or exists on the adjoining property; and
- where buildings exceed 27 metres in height, the development above 27 metres be set back a minimum of 6 metres from the common boundary, whether or not windows are proposed on the subject.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed; and
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

### 2.8 Other design requirements

Development at the rear of the properties at 10 - 22 Derby Street must be designed to address Langridge Street.

The rear interface of a development abutting a laneway should not exceed a preferred height of 11 metres.

## Attachment 5 - C293 Proposed DDO23

Development should achieve good urban design outcomes and architectural excellence by including, but not being limited to:

- achieving active, fine grain design to create a pedestrian-oriented environment and passive surveillance towards the public realm;
- creating a suitable ratio of solid and void elements that resemble the industrial past of the area;
- creating visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, windowsills;
- maintaining an appropriate level of design simplicity by avoiding overly busy façades that rely on a multitude of materials and colours;
- avoiding large expanses of glazing with a horizontal emphasis;
- not competing with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoiding highly reflective glazing in openings of heritage buildings;
- maintaining existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- encouraging the retention of solid built form behind retained heritage façades and avoid balconies behind existing openings; and
- ensuring projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Lower levels of development should:

- be designed to accommodate commercial activity at the ground floor, incorporating a suitable commercial floor height of 4 metres floor to floor height;
- avoid floor to ceiling glass with limited entries for large expanses of the ground floor;
- allow unobstructed views through openings into the ground floor of buildings;
- include fine grain design that engages the pedestrian and provides detail, articulation, depth, materiality and rhythm that contributes to a high-quality street interface and where appropriate integrates seating perches into street facades;
- on sites abutting narrow footpaths of less than 1.8 metres, provide for front setbacks and/or generous, recessed building entrances to provide space for pedestrian circulation and include space for landscaping, outdoor trading, seating and/or visitor bicycle parking;
- locate building service entries/access doors and cabinets away from the primary street frontage, or where not possible, they should be sensitively designed to integrate into the façade of the building and complement the street frontage and character;
- respond to the topography of the east-west oriented streets through transition and “stepping” of the ground floor to appropriately address the street.



## Attachment 5 - C293 Proposed DDO23

The design of upper levels of development should:

- be well-designed and articulated and where appropriate utilize design techniques such as architectural rebates of sufficient depth and / or a range of parapet heights to break up the building mass across sites with a wide frontage;
- distinguish between the lower and upper levels through materials and articulation, with visually lightweight materials and colours applied above the street wall;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape.

Development should avoid blank walls visible to the public realm, including on side street frontages.

Side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies and balustrades should not protrude into a street wall and upper level setback, as applicable.

Development interfacing with areas of public open space should:

- provide a suitable transition in scale to the interface with the public open space;
- ensure that development does not visually dominate the public open space;
- provide passive surveillance from lower and upper levels.

### 2.9 Access, parking and loading bay requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure, be well lit and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order of preference). Vehicle access from Wellington Street and Langridge Street should be avoided.

At the intersection of laneways and footpaths, development to non-heritage buildings should provide a minimum 1 x 1 metre splay to ensure pedestrian safety.

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Car parking should be located within a basement or concealed from the public realm.

Avoid separate entries for car parking entries and loading bays.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity and avoid adversely impacting the continuity of the public realm.

Vehicle ingress/egress points should be spaced apart from other existing and/or proposed ingress/egress points to avoid wide crossover points.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

### 3.0 Subdivision

None specified.

### 4.0 Advertising

None specified.

### 5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should 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;
- a desktop wind effects assessment for the proposed development 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; and
  - the safety and effects on cyclists travelling along bicycle routes that are next to development.
- a Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:

## Attachment 5 - C293 Proposed DDO23

- 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 an assessment of the ongoing functionality of laneway/s, where applicable.

### 6.0 Decision Guidelines

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

- whether the requirements in Clauses 2.2-2.9 are met;
- Whether the proposal provides a high-quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface, and contributes positively to the pedestrian environment and other areas of the public realm;
- whether development retains the prominence of the heritage street wall in the vistas along the main street frontage within the precinct;
- whether heritage buildings on street corners retain their prominence when viewed from the opposite side of the primary and secondary street;
- whether heritage buildings retain their three-dimensional form as viewed from the public realm;
- whether upper level development above the heritage street wall is visually recessive and does not visually overwhelm the heritage buildings;
- whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street;
- whether the proposal responds to the presence of heritage buildings either on, or in close proximity to the site through a suitable transition in scale of street-wall, upper level setbacks and building height;
- whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials;
- how the proposal responds in terms of scale and transition to the sloping topography of the area;
- whether proposed roof decks are set back from lower levels and are recessive in appearance;
- whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings;
- does the design respond to the interface with existing low-scale residential properties, including the overshadowing of secluded private open space;

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- Whether proposed buildings and works will avoid overshadowing of footpaths and public open spaces;
- Whether the proposal has considered the equitable development rights of neighbouring properties in terms of achieving good internal amenity for future proposals through building separation and design;
- whether the development mitigates negative wind effects created by the development;
- the impact of development on traffic and parking in the nearby area, including on the functionality of laneways; and
- whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

### Reference Documents

Collingwood South Built Form Framework, June 2018

Collingwood Mixed Use Pocket Heritage Analysis & Recommendations, June 2018

Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct, May 2021

Traffic Engineering Assessment: Brunswick Street and Smith Street Activity Centres, November 2019



## Attachment 6 - C293 Amendment documents

*Planning and Environment Act 1987*

### **YARRA PLANNING SCHEME**

#### **AMENDMENT C293**

#### **EXPLANATORY REPORT**

##### **Who is the planning authority?**

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

##### **Land affected by the Amendment**

The Amendment applies to land within the area named "Collingwood South Mixed-Use Precinct" (Collingwood South MUZ Precinct), as shown in Figure 1 (next page). The proposed Design and Development Overlay (DDO) affects portions of the following streets in Collingwood:

- Peel Street;
- Langridge Street;
- Cambridge Street;
- Oxford Street;
- Little Oxford Street;
- Derby Street;
- Mason Street; and
- Wellington Street.

##### **What the Amendment does**

Interim Design and Development Overlay - Schedule 23 (interim DDO23) currently applies to the Collingwood South MUZ Precinct.

Council has undertaken a review of interim DDO23 to test its suitability for translation into permanent provisions; to recommend any necessary refinements to enhance the clarity and workability of the provisions; and to ensure it achieves the development outcomes sought for the area.

Amendment C293yara proposes to implement the recommendations of the following strategic planning work:

- *Brunswick Street and Smith Street Built Form Review: Collingwood Built Form Framework, June 2018;*
- *Collingwood Mixed Use Pocket Heritage Analysis and Recommendations, June 2018;*
- *Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct, May 2021;* and
- *Traffic Engineering Assessment: Brunswick Street and Smith Street Activity Centres, November 2019.*

Amendment C293yara seeks to:

- Insert a new Schedule to Clause 43.02 Design and Development Overlay (DDO23) on a permanent basis to apply street wall and overall height controls, as well as setback and other requirements to the land. This will replace interim DDO23.
- Amend Clause 21.11 Reference Documents to include the *Brunswick Street and Smith Street Built Form Review: Collingwood Built Form Framework 2018*, *Collingwood Mixed Use Pocket Heritage Analysis and Recommendations 2018* and *Supplementary Heritage Report:*

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*Collingwood South (Mixed Use) Precinct, 2021* as reference documents in the planning scheme.

- Amend Planning Scheme Map No.6ddo to remove the rear of property at 32 Smith Street, Collingwood from Schedule 23 to Clause 43.02 Design and Development Overlay (DDO23).
- Amend Planning Scheme Map No.6ddo to remove Schedule 2 to Clause 43.02 Design and Development Overlay from the western side of Wellington Street where the new DDO23 would apply.

**Figure 1: Land affected by the Amendment - Collingwood South (Mixed Use) Precinct**



## Attachment 6 - C293 Amendment documents

### Strategic assessment of the Amendment

#### Why is the Amendment required?

Amendment C293yara is required to manage and respond to increased development activity in the Collingwood South Mixed-Use Precinct.

The scale and density of development approved and currently being proposed within the area has increased substantially in recent years. In November 2018, the Minister for Planning approved Amendment C250 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. Amendment C251yara introduced interim heritage overlays (HO) to the area and under C245yara these interim HOs were made permanent.

The Collingwood South Mixed-Use Precinct is part of Smith Street Major Activity Centre which has been identified as an area suitable for further development and housing growth as per Plan Melbourne 2017-2050 and Council's Housing Strategy.

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. Amongst other things, permanent built form planning controls would ensure that new development appropriately considers the impacts on the heritage qualities, streetscapes, public realm and amenity within the area.

#### Design and Development Overlay Schedule 23

Amendment C293yara proposes to implement the built form recommendations of the *Brunswick Street and Smith Street Built Form Review: Collingwood Built Form Framework*, June 2018 (Framework) and the *Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct, May 2021* (Heritage Report Update) through the introduction of Schedule 23 to the Design and Development (DDO23) on a permanent basis. The Framework has been prepared by Hansen Partnership (urban design) with extensive input from GJM Heritage (heritage) and Traffix Group (access, movement and parking). These reports provide a strong strategic basis for the future planning of the area.

Through the application of a mix of discretionary provisions and mandatory controls DDO23 provides an appropriate balance that will assist to achieve adequate development outcomes in the higher change area. It includes requirements that respond to the mixed industrial and residential heritage character and the topography of the precinct. Mandatory heights and upper level setbacks are proposed to be applied to the majority of lower-scale heritage buildings in response to the Precinct's valued and unique heritage character. Mandatory overshadowing requirements to opposite footpaths will ensure that the limited amount of public realm in the centre is protected, given the increase in density and limited amount of public space in the area make the public realm a highly valued resource. Discretionary provisions are applied to infill sites and selected heritage buildings to guide development outcomes that are appropriate to the character of the area whilst also allowing for flexible design responses. Where discretionary heights and setbacks are proposed, a range of performance-based provisions are included within the DDO to provide certainty and ensure appropriate development.

Importantly, the DDO provides built form certainty where there are heritage, amenity and public realm sensitivities and protects the character of the area. Amendment C293yara will facilitate development appropriate to a major activity centre, whilst ensuring that new development is site responsive, and improved amenity outcomes are achieved.

#### Mapping changes

Amendment C293yara proposes to correct a mapping error. The property at 32 Smith Street, Collingwood has two zones applied to a single site. The front section of the site is in the Commercial Zone (C1Z) and the rear is in a Mixed-Use Zone (MUZ). Interim DDO23 currently applies to the rear of the site. Amendment C293yara proposes to exclude 32 Smith Street from DDO23. It is anticipated the entire property would be included in the proposed permanent DDO which would apply to properties fronting Smith Street. The zoning of the property and application of a future DDO to Smith Street would be addressed in a separate planning scheme amendment.

Amendment C293 also proposes to remove Schedule 2 to Clause 43.02 – Design and Development Overlay from the western side of Wellington Street where it would overlap with DDO23. DDO2 – Main Roads and Boulevards seeks amongst other things to 'reinforce and enhance the distinctive heritage qualities of main roads and boulevards' and recognise and 'reinforce the pattern of development and the character of the street.'. It is superseded by the specific design objectives and built form provisions which are proposed in DDO23.

## Attachment 6 - C293 Amendment documents

### 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;*
- c) *to secure a pleasant, efficient and safe working, living and recreational environment; and*
- d) *to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*
- g) *to balance the present and future interests of all Victorians.*

The Amendment will facilitate housing growth as well as economic growth and create a more economically viable mixed-use precinct that has economic benefits for the local area.

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

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

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

The Amendment is expected to generate positive social and economic benefits as it will facilitate development within the area, providing opportunities for economic development, housing and employment growth. The Amendment will also respond to the local demand for housing and provide 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 identified area of 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.

Amendment C293 is consistent with the following Directions contained in *Plan Melbourne 2017-2050*:

**Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment**, which seeks to strengthen the competitiveness of Melbourne's employment land. The Amendment provides appropriate policy direction for the planning and development of the Collingwood South Mixed-Use Precinct 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.

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

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

#### **Clause 11.02-3 - Structure planning**

*To facilitate the orderly development of urban areas.*

#### **Clause 13.03-1 - Use of contaminated and potentially contaminated land**

*To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.*

#### **Clause 15.01-1 - Urban Design**

*To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*



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### **Clause 15.01-2 - Urban Design Principles**

*To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

### **Clause 15.01-4 - Design for safety**

*To improve community safety and encourage neighbourhood design that makes people feel safe.*

### **Clause 15.01-5 - Cultural identity and neighbourhood character**

*To recognise and protect cultural identity, neighbourhood character and sense of place.*

### **Clause 15.03-1 – Heritage Conservation**

*To ensure the conservation of places of heritage significance.*

### **Clause 16.01-2 - Location of residential development**

*To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

### **Clause 16.01-3 - Strategic redevelopment Sites**

*To identify strategic redevelopment sites for large residential development in Metropolitan Melbourne.*

### **Clause 17.01-1 - Business**

*To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*

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

The vision for the City of Yarra in the existing Municipal Strategic Statement in relation to built form is that by 2020, all new development will demonstrate design excellence.

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

#### **Clause 21.03 Vision**

The vision for the City of Yarra in the existing Municipal Strategic Statement in relation to built form is that by 2020, all new development will demonstrate design excellence.

#### **Clause 21.04-2 - Activity centres**

Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.

*Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*

*Strategy 4.3 Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.*

Objective 5 - To maintain the long-term viability of activity centres.

*Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*

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

*Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

#### **Clause 21.05-1 Heritage**

Objective 14 - To protect and enhance Yarra's heritage places.

*Strategy 14.1 - Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*

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*Strategy 14.2 - Support the restoration of heritage places.*

*Strategy 14.3 - Protect the heritage skyline of heritage precincts.*

*Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

### **Clause 21.05-2 Urban design**

Objective 16 To reinforce the existing urban framework of Yarra.

*Strategy 16.2 - Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*

Objective 19 To create an inner-city environment with landscaped beauty.

*Strategy 19.1 - Require well resolved landscape plans for all new development.*

*Strategy 19.2 - Encourage opportunities for planting suitable trees and landscape areas in new development.*

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

*Strategy 20.1 - Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*

Objective 21 - To enhance the built form character of Yarra's activity centres.

*Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form.*

*Strategy 21.2 Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.*

*Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.*

The Amendment is consistent with and supported by the following local policies under Clause 22:

- 22.02 Development guidelines for sites subject to the Heritage Overlay
- 22.05 Interface uses policy
- 22.07 Development abutting laneways
- 22.10 Built form and design policy
- 22.12 Public open space contribution policy

### **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 C269yarra.

The Amendment is generally consistent with and supported by the following proposed local policies as in C269yarra:

- Clause 02.03 Strategic Directions
- Clause 02.04 Strategic Framework Plan
- Clause 11.03-1L Activity Centres
- Clause 15.01-1L Urban Design
- Clause 15.01-2L Building Design
- Clause 15.03-1L Heritage
- Clause 16.01-2L Location of Residential Development

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### Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment is consistent with the Victoria Planning Provisions. A Design and Development Overlay (DDO) is considered the best tool to control future built form.

### How does the Amendment address the views of any relevant agency?

Council sought the views of VicRoads, the Department of Environment, Land, Water and Planning (DELWP) and VicTrack in the drafting this 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 will facilitate development outcomes that promote the principles of transit-oriented development.

### Resource and administrative costs

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

The Amendment will have some impact on the general operation of Council's statutory planning department which is covered by Council's budget.

The application of planning controls is considered to provide a more consistent assessment of planning permit applications. This is considered to ultimately reduce costs by providing more certainty 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 Yarra City Council locations:

Planning Counter Richmond Town Hall 333 Bridge Road Richmond VIC 3121	Information Counter Collingwood Town Hall 140 Hoddle Street Abbotsford VIC 3067
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The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection)

## Attachment 6 - C293 Amendment documents

### *Planning and Environment Act 1987*

#### **YARRA PLANNING SCHEME**

#### **AMENDMENT C293**

#### **INSTRUCTION SHEET**

The planning authority for this amendment is Yarra City Council.

The Yarra Planning Scheme is amended as follows:

##### **Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 1 attached map sheet.

##### ***Overlay Maps***

1. Amend Planning Scheme Map No. 6 in the manner shown on the 2 attached maps marked "Yarra Planning Scheme, Amendment C293".

##### **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

2. In Municipal Strategic Statement – Clause 21, replace Clause 21.11 Reference Documents with a new Clause in the form of the attached document.
3. In Overlays – Clause 43.02 replace interim Schedule 23 with a new Schedule 23 in the form of the attached document.

End of document



Attachment 6 - C293 Amendment documents



Attachment 6 - C293 Amendment documents



**Attachment 6 - C293 Amendment documents**

**AMENDMENT C293YARA**

**System Note: The following ordinance will be modified in Clause:21 MUNICIPAL STRATEGIC STATEMENT**

## Attachment 6 - C293 Amendment documents

### AMENDMENT C293YARA

21.11  
C293yara

#### REFERENCE DOCUMENTS

##### General

*Council Plan 2005-2009.*  
*Inner Melbourne Action Plan (October 2005).*  
*Yarra City Council Access and Inclusion Policy (November 2004)*  
*City of Yarra Access and Inclusion strategy 2004-2009*  
*Disability Action Plan 2001—2004*

##### Land Use

*Yarra Residential Interface Study 2001 (City of Yarra, 2001)*

##### Accommodation and housing

*Inner Regional Housing Statement (January 2006)*  
*Retail, entertainment and the arts*  
*Yarra City Council Arts and Cultural Plan, 2005-2009*  
*Inner City Entertainment Precincts Taskforce "A Good Night for All"*

##### Industry, office and commercial

*Yarra Economic Development Strategy 2001-2004*  
*Yarra Industrial and Business Land Strategy Review (Hansen Partnerships & Charter, Keck, Cramer, September 2004).*

##### Parks, gardens and public open space

*Yarra City Council Recreation Strategy Plan 2003/2008*

##### Built Form

##### Heritage

*Heritage Citation: 18-22 Derby Street, Collingwood, Anthemion Consultancies (2018)*  
*Heritage Citation: 33-45 Derby Street, Collingwood, GJM Heritage (2018)*  
*Heritage Citation: Queens Parade, Fitzroy North Street Trees, John Patrick Landscape Architects Pty. Ltd. (2018)*  
*Collingwood Mixed Use Pocket, Heritage Assessment & Recommendations, GJM Heritage (2018)*  
*Supplementary Heritage Report: Collingwood South (Mixed Use) Precinct 2021*  
*Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Reference Document (May 2020)*  
*Swan Street Built Form Study Heritage Assessments & Analysis, October 2017 (GJM Heritage)*  
*Yarra High Streets: Statements of Significance, October 2017 (GJM Heritage)*  
*Heritage Citation: 112-124 Trenerry Crescent, Abbotsford. GJM Heritage, July 2016.*  
*Heritage Citation: 20-60 Trenerry Crescent, Abbotsford. GJM Heritage, July 2016.*  
*Heritage Gap Study: Review of Johnston Street East, Context Pty Ltd 2016.*  
*Heritage Gap Study: Review of 17 Precincts Stage 2 Report, Context Pty Ltd 2014, revised 2016.*  
*Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report, Context Pty Ltd 2015.*  
*Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, Context Pty Ltd 2014.*

## Attachment 6 - C293 Amendment documents

### AMENDMENT C293YARA

*City of Yarra Heritage Gaps Study – Smith Street South, Anthemion Consultancies 2014.*

*City of Yarra Heritage Gaps – 233-251 Victoria Street Abbotsford Anthemion Consultancies, 2012.*

*City of Yarra Heritage Gaps Stage Two, Graeme Butler and Associates 2009.*

*City of Yarra Heritage Gaps Stage One, Graeme Butler and Associates 2008.*

*City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, Lovell Chen 2014.*

*City of Yarra Heritage Gaps Review Two 2013.*

*City of Yarra Heritage Gaps Study – 233-251 Victoria Street, Abbotsford, Anthemion Consultancies 2012.*

*World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens, Department of Planning and Community Development 2009.*

*City of Yarra Review of Heritage Overlay Areas [Appendix 7 includes Statements of Significance], Graeme Butler and Associates 2007 updated 2013.*

*Yarra Heritage Database 2007 including photos, Allom Lovell and Associates 1998.*

*Development Guidelines for Heritage Places (City of Yarra, 1999).*

*City of Yarra Heritage Review, Volumes 1-4, Allom Lovell and Associates 1998.*

*Protecting Archaeological Sites in Victoria, Heritage Victoria 1998.*

*The Burra Charter. Australian ICOMOS Charter for the Conservation of Places of Cultural Significance, as updated from time to time.*

*Fitzroy Urban Conservation Study Review, Allom Lovell and Associates 1992.*

*Collingwood Conservation Study, Andrew Ward and Associates 1989.*

*Richmond Conservation Study, J and T O'Connor and Coleman and Wright Architects 1985.*

*Carlton, North Carlton and Princes Hill Conservation Study, Nigel Lewis and Associates 1984.*

*City of Northcote Urban Conservation Study, Graeme Butler Architect 1982.*

*South Fitzroy Conservation Study, Jacob Lewis Vines Architects 1979.*

*North Fitzroy Conservation Study, Jacob Lewis Vines Architects 1978.*

#### **Built form character**

*Brunswick Street and Smith Street Built Form Review: Collingwood Built Form Framework 2018.*

*Urban Design Guidelines for the Yarra River Corridor (City of Yarra, 1998), as amended April 2004*

*City of Yarra Built Form Review 2003*

#### **Transport**

*Yarra Strategic Transport Statement City of Yarra 2006*

*Encouraging and increasing walking strategy, City of Yarra 2005*

#### **Environmental Sustainability**

*The Yarra Environment Strategy: Our Sustainable Future (City of Yarra, November 2000).*

*Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road: Consultant Report (Planisphere and Jones & Whitehead, June 2005).*



## Attachment 6 - C293 Amendment documents

### AMENDMENT C293YARA

*Middle Yarra Concept Plan (Dept. of Planning and Urban Growth, Dept. of Conservation and Environment, 1990)*

*Lower Yarra (Punt Road to Dights Falls) Concept Plan (Ministry for Planning and Environment, 1986)*

*Lower Darebin Creek Concept Plan (Darebin Creek Co-ordinating Committee, 1995)*

*Merri Creek Management Plan (Merri Creek Management Committee, 1997)*

*Merri Creek Concept Plan (Draft) (Merri Creek Management Committee, 1997)*

*Yarra River Corridor Strategy (City of Yarra, 1999)*

*Yarra Catchment Action Plan (YarraCare, 1996)*

*Port Phillip and Western Port Regional Catchment Strategy 2004 – 2009 (Port Phillip and Westernport Catchment Management Authority 2004)*

*Herring Island Enhancement Plan (Acer Wargon Chapman and EDAW AUST, 1995)*

*Environmental Guidelines for Major Construction Sites (Environment Protection Authority, 1996)*

*Yarra Bend Park Strategy Plan (Parks Victoria, 1998)*

*Yarra Bend Park Environmental Action Plan (Parks Victoria, April 2000)*

*Yarra Bend / Fairfield Area: Development Opportunities (Chris Dance Land Design and Fulcrum Town Planners, 1997)*

*City of Yarra Stormwater Management Plan (AWT, December 2000)*

#### **Neighbourhood Plans**

*Smith / Wellington Streets Mixed Use Precinct Urban Design Framework, March 2005*

*Victoria Street Activity Precinct Urban Design Framework, July 2004;*

*Victoria Street East Precinct, Richmond, Urban Design Framework prepared for the City of Yarra 16 November 2005 (mgs in association with Jones and Whitehead Pty Ltd)*

#### **Structure Plans and Local Area Plans**

*Johnston Street Local Area Plan, 2015*

## Attachment 7 - C292 Amendment Documents

*Planning and Environment Act 1987*

### **YARRA PLANNING SCHEME**

#### **AMENDMENT C292**

#### **EXPLANATORY REPORT**

##### **Who is the planning authority?**

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The amendment has been made at the request of Yarra City Council.

##### **Land affected by the Amendment**

The Amendment applies to land within the area named "Collingwood South Mixed-Use Precinct", as shown in Figure 1 (next page). The proposed DDO affects portions of the following streets in Collingwood:

- Peel Street;
- Langridge Street;
- Cambridge Street;
- Oxford Street;
- Little Oxford Street;
- Derby Street;
- Mason Street; and
- Wellington Street.

##### **What the Amendment does**

Amendment C292yara proposes to extend interim controls for 12 months by making the following changes to the Yarra Planning Scheme:

- Extending the interim controls expiration date in Schedule 23 to Clause 43.02 of the Design and Development Overlay (DDO23) – Collingwood South Mixed-Use Precinct.

Attachment 7 - C292 Amendment Documents

Figure 1: Land affected by the Amendment - Collingwood South (Mixed Use) Precinct



## Attachment 7 - C292 Amendment Documents

### Strategic assessment of the Amendment

#### Why is the Amendment required?

Amendment C292yarra seeks to extend the expiry date in Schedule 23 to the Design and Development Overlay (DDO23) which applies to the Collingwood South Mixed-Use Precinct to enable the implementation of permanent controls. The DDO is set to expire on 30 June 2021.

Interim controls were requested by Yarra City Council in 2018 to manage built form outcomes in the precinct which was experiencing significant development pressure and development outcomes beyond the scale contemplated by the Planning Scheme. DDO23 was introduced via Amendment C250 and gazetted on 22 November 2018.

The Collingwood South Mixed-Use Precinct is part of Smith Street Major Activity Centre which has been identified as an area suitable for further development and housing growth as per Plan Melbourne 2017-2050 and Council's Housing Strategy. The development demand within the precinct has continued within the context of the interim DDO. Extension of the interim control is required to ensure the area is continued to be protected against inappropriate development, provide certainty and ensure development responds appropriately to heritage buildings and local character and the public realm amenity.

The current amendment is required to extend the existing interim DDO to ensure the appropriate and orderly planning of the Collingwood South Mixed-Use Precinct while the permanent built form controls are being progressed.

Council resolved to progress permanent built form provisions for the precinct via an amendment to the Yarra Planning Scheme at its Ordinary Council Meeting on 18 May 2021. It noted community consultation on the permanent provisions would be held with landowners and the wider community as part of the consideration of the amendment.

#### 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;*
- c) *to secure a pleasant, efficient and safe working, living and recreational environment; and*
- d) *to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*
- g) *to balance the present and future interests of all Victorians.*

The Amendment will assist to facilitate housing growth as well as economic growth and create a more economically viable mixed-use precinct that has economic benefits for the local area.

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

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

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

The Amendment is expected to generate positive social and economic benefits as it will facilitate development within the area, providing opportunities for economic development, housing and employment growth. The Amendment will also respond to the local demand for housing and provide 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 identified area of bushfire risk.

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

## Attachment 7 - C292 Amendment Documents

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.

Amendment C292 is consistent with the following Directions contained in *Plan Melbourne 2017-2050*:

**Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment**, which seeks to strengthen the competitiveness of Melbourne's employment land. The Amendment provides appropriate policy direction for the planning and development of the Collingwood South Mixed-Use Precinct 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.

### **How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?**

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

**Clause 11.02-3 - Structure planning**

*To facilitate the orderly development of urban areas.*

**Clause 13.03-1 - Use of contaminated and potentially contaminated land**

*To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.*

**Clause 15.01-1 - Urban Design**

*To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

**Clause 15.01-2 - Urban Design Principles**

*To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

**Clause 15.01-4 - Design for safety**

*To improve community safety and encourage neighbourhood design that makes people feel safe.*

**Clause 15.01-5 - Cultural identity and neighbourhood character**

*To recognise and protect cultural identity, neighbourhood character and sense of place.*

**Clause 15.03-1 – Heritage Conservation**

*To ensure the conservation of places of heritage significance.*

**Clause 16.01-2 - Location of residential development**

*To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

**Clause 16.01-3 - Strategic redevelopment Sites**

*To identify strategic redevelopment sites for large residential development in Metropolitan Melbourne.*

**Clause 17.01-1 - Business**

*To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*

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



## Attachment 7 - C292 Amendment Documents

The vision for the City of Yarra in the existing Municipal Strategic Statement in relation to built form is that by 2020, all new development will demonstrate design excellence.

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

### **Clause 21.03 Vision**

The vision for the City of Yarra in the existing Municipal Strategic Statement in relation to built form is that by 2020, all new development will demonstrate design excellence.

### **Clause 21.04-2 - Activity centres**

Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.

*Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*

*Strategy 4.3 Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.*

Objective 5 - To maintain the long-term viability of activity centres.

*Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*

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

*Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

### **Clause 21.05-1 Heritage**

Objective 14 - To protect and enhance Yarra's heritage places.

*Strategy 14.1 - Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*

*Strategy 14.2 - Support the restoration of heritage places.*

*Strategy 14.3 - Protect the heritage skyline of heritage precincts.*

*Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

### **Clause 21.05-2 Urban design**

Objective 16 To reinforce the existing urban framework of Yarra.

*Strategy 16.2 - Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*

Objective 19 To create an inner city environment with landscaped beauty.

*Strategy 19.1 - Require well resolved landscape plans for all new development.*

*Strategy 19.2 - Encourage opportunities for planting suitable trees and landscape areas in new development.*

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

*Strategy 20.1 - Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*

Objective 21 - To enhance the built form character of Yarra's activity centres.

*Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form.*

## Attachment 7 - C292 Amendment Documents

*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.*

The Amendment is consistent with and supported by the following local policies under Clause 22:

- 22.02 Development guidelines for sites subject to the Heritage Overlay
- 22.05 Interface uses policy
- 22.07 Development abutting laneways
- 22.10 Built form and design policy

### **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 C269yarra. Amendment C292yarra does not propose any changes to policy.

### **Does the Amendment make proper use of the Victoria Planning Provisions?**

The Amendment is consistent with the Victoria Planning Provisions. A Design and Development Overlay (DDO) is considered the best tool to control future built form.

### **How does the Amendment address the views of any relevant agency?**

Council has discussed the current strategic planning work and timing of the permanent controls via a publicly exhibited planning scheme amendment with the Department of Environment, Land, Water and Planning (DELWP).

### **Does the Amendment address relevant requirements of the Transport Integration Act 2010?**

The Amendment is consistent with the requirements of the Transport Integration Act 2010 and will facilitate development outcomes that promote the principles of transit-oriented development.

### **Resource and administrative costs**

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

The amendment will have no additional impact on the general operation of Council's Statutory Planning Department as the amendment proposes a continuation of existing controls. The continuation of the current planning controls will provide for a more consistent assessment of planning permit applications. This is considered to ultimately reduce costs by providing more certainty.

### **Where you may inspect this Amendment**

The amendment 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 Yarra City Council locations:

Planning Counter Richmond Town Hall 333 Bridge Road Richmond VIC 3121	Information Counter Collingwood Town Hall 140 Hoddle Street Abbotsford VIC 3067
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The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection)

## Attachment 7 - C292 Amendment Documents

### *Planning and Environment Act 1987*

#### **YARRA PLANNING SCHEME**

#### **AMENDMENT C292yara**

#### **INSTRUCTION SHEET**

The planning authority for this amendment is the Minister for Planning.

The Yarra Planning Scheme is amended as follows:

#### **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

1. In **Overlays** – Clause 43.02, replace Schedule 23 with a new Schedule 23 in the form of the attached document.

## Attachment 7 - C292 Amendment Documents

## YARRA PLANNING SCHEME

22/11/2018  
C250**SCHEDULE 23 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO23**.**COLLINGWOOD SOUTH (MIXED-USE) PRECINCT****1.0**22/11/2018  
C250**Design objectives**

- To foster an emerging, contemporary, mixed-use character with a prominent street-wall edge, incorporating upper level setbacks and design features that create a distinction between lower and upper levels.
- To ensure that the overall scale and form of new buildings is mid-rise (ranging from 3 to 12 storeys) and responds to the topography of the precinct, by providing a suitable transition in height as the land slopes upwards, whilst minimising amenity impacts on existing residential properties, including visual bulk, overlooking and overshadowing.
- To maintain the prominence of the corner heritage buildings on Wellington Street, and respect both individual and groups of low-scale heritage buildings through recessive upper level development and a transition in scale from taller form towards the interface with heritage buildings.
- To promote and encourage pedestrian activity through street edge activation and the protection of footpaths and public open spaces from loss of amenity through overshadowing.
- To ensure that development provides for equitable development outcomes through building separation and a design response that considers the development opportunities of neighbouring properties.

**2.0**22/11/2018  
C250**Buildings and works**

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

**2.1**22/11/2018  
C250**Definitions**

**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.

**Rear interface** is the rear wall of any proposed building or structure whether on the property boundary or set back from the property boundary.

**Building height** does not include non structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:

- Less than 50% of the roof area is occupied by the equipment (other than solar panels);
- Any equipment is located in a position on the roof so as to avoid additional overshadowing of either public or private open space, or windows to habitable rooms of an adjacent property;
- Any equipment does not extend higher than 3.6 metres above the proposed height of the building; and
- Any equipment and any screening is integrated into the design of the building to the satisfaction of the Responsible Authority.

**Setback** is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the property boundary.

**Upper Level Development** is development above the height of the street wall.

## Attachment 7 - C292 Amendment Documents

## YARRA PLANNING SCHEME

**Heritage Building** refers to any building subject to a heritage overlay, graded as either *Contributory* or *Individually Significant*.

**2.2**

22/11/2018  
C290

**Built form requirements**

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

**Building height requirements**

The building height requirements are set out in Plan 1: Building Heights Framework Plan of this schedule. Buildings or works must not exceed the maximum building height shown in Plan 1: Building Heights Framework Plan.

A permit cannot be granted to vary a building height specified in Plan 1: Building Heights Framework Plan, unless all of the following requirements are met:

- the built form outcome as a result of the proposed variation satisfies the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the Overshadowing and Solar Access (Public Realm) Requirements;
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;
  - universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58; and
  - excellence for environmental sustainable design measured as a minimum BESS project score of 70%.

**Street wall height requirements**

The street wall height requirements are set out in Plan 1: Building Heights Framework Plan of this schedule. Buildings or works must not exceed the maximum street wall height shown in Plan 1: Building Heights Framework Plan.

A permit cannot be granted to vary a street wall height specified in Plan 1: Building Heights Framework Plan unless all of the following are met:

- the built form outcome as a result of the proposed variation satisfies the Design Objectives at Clause 1.0 and the Heritage Building Design Requirements in this schedule;
- the proposed street wall height provides a transition, scaling down to the interface with heritage building, and is no more than two storeys higher than the street-wall height of the adjacent heritage building; and
- the proposed street wall height does not overwhelm the adjacent heritage building.

**Setback requirements for non-heritage buildings**

Development must be built to the front property boundary except for development at 54 and 56 Oxford Street. Development at 54 and 56 Oxford Street must match the front setback of the heritage building at 58 Oxford Street.

Development must be setback in accordance with the minimum upper level setbacks specified in Table 1.



## Attachment 7 - C292 Amendment Documents

## YARRA PLANNING SCHEME

Table 1 – Minimum Upper Level Setbacks for Non-Heritage Sites

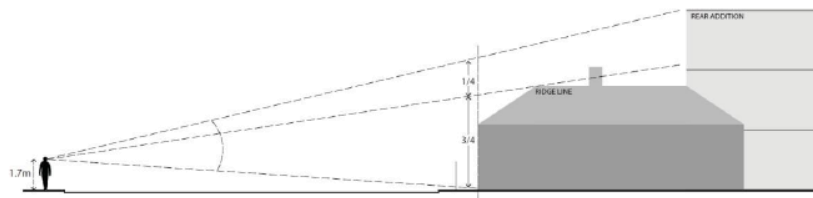
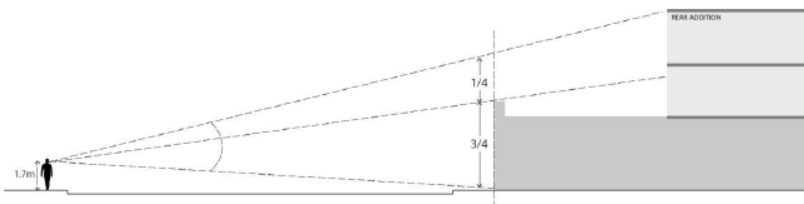
Area 1	Area 2	Area 3
6m	6m	3m

For development adjacent to a heritage building, a permit cannot be granted to construct a building or carry out works if it does not meet the preferred minimum upper level setback requirements in Table 1 unless the proposal meets the Design Objectives and the Heritage Building Design Requirements in this schedule

**Setback requirements for heritage buildings**

For single storey heritage buildings, development must:

- be setback a minimum of 6m from the heritage facade; and
- be designed to occupy no more than  $\frac{1}{4}$  of the visible built form, as viewed from the opposite side of the street at a height of 1.7m above the footpath, as illustrated in Diagrams 1 and 2.

**Diagram 1 – Sight-line test:  $\frac{1}{4}$  :  $\frac{3}{4}$  of visible parts of building (single storey)****Diagram 2 – Sight-line test:  $\frac{1}{4}$  :  $\frac{3}{4}$  of visible parts of building (single storey with parapet)**

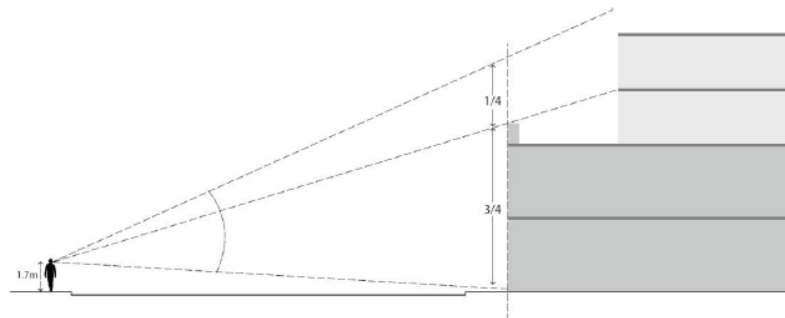
For two storey heritage buildings, development must:

- be setback a minimum of 6m from the heritage façade; and
- be designed to occupy no more than  $\frac{1}{4}$  of the visible built form, as viewed from the opposite side of the street at a height of 1.7m above the footpath, as illustrated in Diagram 3.

## Attachment 7 - C292 Amendment Documents

### YARRA PLANNING SCHEME

**Diagram 3 – Sight-line test: ¼ : ¾ of visible parts of building (double storey with parapet)**



#### Heritage building design requirements

Alterations and additions to heritage buildings must be designed to:

- be visually recessive when viewed at any location along the streetscape, from the opposite side of the street;
- retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';
- not visually dominate the existing heritage fabric;
- retain the visual prominence of the return façades of buildings on corner sites;
- retain solid built form behind retained facades and avoid balconies behind existing openings;
- maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings;
- utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades.

Development on sites within a Heritage Overlay, graded as *Not-Contributory*, or on sites adjacent to a heritage building should be designed to:

- provide a transition in height at the interface (side or rear boundary) with the heritage building;
- ensure that façade treatments are simple and do not compete with the detailing of the adjacent heritage building(s);
- incorporate simple architectural detailing that does not detract from significant elements of the heritage building;
- be visually recessive;
- be articulated to reflect the fine grained character of the streetscape, where this is a prominent feature.

#### Overshadowing and solar access (public realm) requirements

Development must not overshadow any part of the southern side footpath of the following streets, between 10am and 2pm on September 22:

- Peel Street to a distance of 2.0 metres from the kerb;
- Langridge Street to a distance of 2.0 metres from the kerb;
- Derby Street to a distance of 2.0 metres from the kerb.

For streets that extend in a north-south direction, development must not overshadow:

- the eastern footpath to a distance of 2.0 metres from the kerb between 10am and 2pm on September 22;

## Attachment 7 - C292 Amendment Documents

### YARRA PLANNING SCHEME

- the western footpath to a distance of 2.0 metres from the kerb from 10am to 2pm on September 22.

Development must be designed to minimise overshadowing of the following areas of open space between 10am and 2pm on September 22:

- Cambridge Street Reserve;
- Oxford Street Reserve;
- The outdoor space of the Collingwood English Language School.

#### Other design requirements

Development interfacing with areas of public open space must:

- provide a suitable transition in scale to the interface with the public open space;
- ensure that development does not visually dominate the public open space;
- provide passive surveillance from lower and upper levels.

Development at the rear of the properties at 10 - 22 Derby Street must be designed to address Langridge Street.

The rear interface of a development abutting a laneway must not exceed a preferred height of 11 metres.

The street frontage of development must:

- provide a prominent, well-articulated street-wall edge that provides a distinction between the lower and the upper levels of the building;
- address all street frontages and, where heritage elements are not a constraint, incorporate design elements/features that contribute to an engaging streetscape, avoiding blank walls and provide active frontages, where appropriate to the proposed use at ground level;
- be designed to accommodate (or can be adapted to accommodate) commercial activity at the ground floor incorporating a suitable commercial floor height, where heritage elements are not a constraint;
- locate service entries/access doors away from the primary street frontage, or where not possible, be sensitively designed to integrate into the façade of the building;
- respond to the topography of the east-west oriented streets through transition and “stepping” of the ground floor to appropriately address the street.

The design of upper levels of development must:

- be well-designed and articulated to break up the building mass across sites with a wide frontage;
- distinguish between the lower and upper levels through materials and articulation;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape;
- provide passive surveillance of adjacent streets and public open space.

#### Building separation, amenity and equitable development requirements

An application for development must provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.

- 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

## Attachment 7 - C292 Amendment Documents

## YARRA PLANNING SCHEME

- be setback a minimum of 3.0m from the common boundary where a commercial or non habitable window is proposed.

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

**Vehicle access and car parking requirements**

Development must be designed to:

- avoid providing vehicle access from Wellington Street and provide access from a side street or laneway where practical;
- provide car parking in a basement. Where basement car parking is not possible, it must be concealed within the building envelope;
- avoid providing recessed parking spaces at the ground floor level of buildings and onsite parking spaces at the front of properties.

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 laneway and be well lit to enable safe access.

**3.0**

22/11/2018  
C250

**Subdivision**

None specified.

**4.0**

22/11/2018  
C250

**Advertising signs**

None specified

**5.0**

22/11/2018  
C250

**Application requirements**

None specified

**6.0**

04/10/2020  
C284yara  
C292vara

**Decision guidelines**

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

- Whether the Built Form Requirements in Clause 2.0 are met.
- Whether the Heritage Building Design Requirements in Clause 2.0 are met (where the land is affected by a Heritage Overlay or immediately adjacent to a Heritage Overlay).
- Whether the proposal has considered the development rights/potential of neighbouring properties in terms of achieving good internal amenity for future proposals through building separation and design.
- Whether the proposal responds to the presence of heritage buildings either on, or in close proximity to the site through a suitable transition in scale of street-wall, upper level setbacks and building height.
- How the proposal responds in terms of scale and transition to the sloping topography of the area.
- The design response at the interface with existing low-scale residential properties, including the overshadowing of secluded private open space.
- Whether the proposal provides a high quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface, and contributes positively to the pedestrian environment and other areas of the public realm.

## Attachment 7 - C292 Amendment Documents

### YARRA PLANNING SCHEME

- How any proposed buildings and works will impact on solar access to footpaths and public open spaces.
- The wind effects created by the development.

#### Expiry

The requirements of this schedule cease to have effect after ~~30 June 2021~~, 30 June 2022.

#### Plan 1: Building Heights Framework Plan





## Attachment 8 - C294 Amendment Documents

*Planning and Environment Act 1987*

### **YARRA PLANNING SCHEME AMENDMENT C294YARA PRESCRIBED AMENDMENT EXPLANATORY REPORT**

#### **Who is the planning authority?**

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The amendment has been made at the request of Yarra City Council.

#### **Land affected by the amendment**

The Amendment applies to 33-45 Derby Street, Collingwood, 18-22 Derby Street, Collingwood, 32-34 Thomas Street, Richmond and 200-206 Church Street, Richmond.

#### **What the amendment does**

The Amendment is requested under Section 20(A) (1) to prepare a prescribed amendment for the correction of obvious and technical errors, as outlined in the Planning and Environment Regulations 2015, Part 2, Section 8 (1) (a).

The Amendment will provide an efficient process to remove now redundant interim heritage overlays in the Schedule to Clause 43.01 – Heritage Overlay and Map No6 HO of the Yarra Planning Scheme.

This Amendment will:


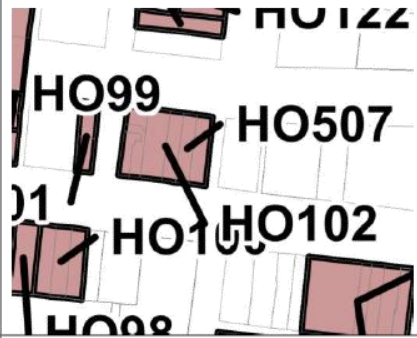
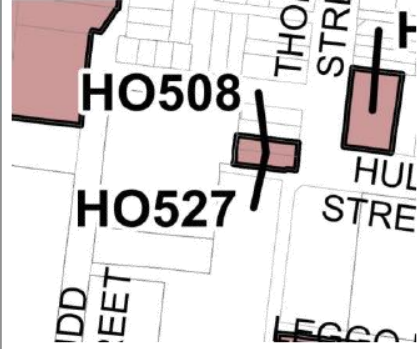
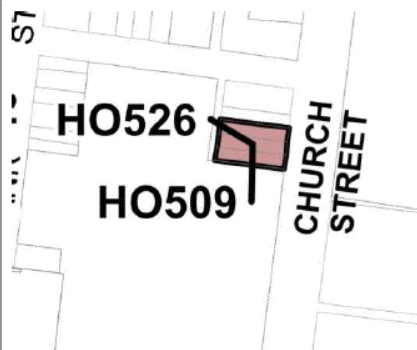
- delete redundant interim HO506, 507, 508 & 509 from the Schedule to Clause 43.01;
- delete redundant interim HOs 506, 507, 508 & 509 from the planning scheme map; and;
- update the Schedule to Clause 43.01 to correctly reference the properties at 18-22 Derby St, Collingwood, in HO102.

C245yara (gazetted on 11 February 2021) sought, amongst other things, to apply a heritage overlay on a permanent basis to properties in interim heritage overlays; HO506, HO507, HO508 and HO509 (applied through Amendment C261yara).

However, when Amendment C245 was gazetted, the interim heritage overlays were not removed from those properties. Interim HO506, HO507, HO508 and HO509 remain in the Schedule to Clause 43.01 - Heritage Overlay and on Map No6HO of the Yarra Planning Scheme (see Table 1 below). As permanent Heritage Overlays now apply, the redundant interims heritage overlays should be removed.

## Attachment 8 - C294 Amendment Documents

Table 1 – Interim and Permanent Heritages Overlays which apply

Property address	Interim Heritage Overlay	Permanent Heritage Overlay	Planning Scheme Map (showing interim and permanent Heritage Overlays)
33-45 Derby Street, Collingwood	HO506	HO336	
18-22 Derby Street, Collingwood	HO507	HO102	
32-34 Thomas Street, Richmond	HO508	HO527	
200-206 Church Street, Richmond	HO509	HO526	

## Attachment 8 - C294 Amendment Documents

This amendment also corrects a further error in the Schedule to Clause 43.01. As part of C245yara, 18-22 Derby Street was included in HO102. (This is in addition to properties at 10-16 Derby Street already in HO102). This change was included in the Planning Scheme maps but the address in the Schedule to Clause 43.01 was not updated to include the additional properties. This needs to be updated to reflect the outcomes of Amendment C245yara.

### Prescribed amendment

The Amendment is a prescribed class of amendment listed in regulation 8 of the Planning and Environment Regulations 2015. The amendment has been prepared under section 20A of the *Planning and Environment Act 1987* (the Act). Exhibition and notification requirements of sections 17, 18 and 19 of the Act do not apply in respect of this amendment.

### Where you may inspect this Amendment

The amendment can be inspected free of charge at the Yarra City Council website at [www.yarracity.vic.gov.au/amendmentC294](http://www.yarracity.vic.gov.au/amendmentC294)

or

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

Planning Counter  
Richmond Town Hall  
333 Bridge Road  
Richmond VIC 3121

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](http://www.planning.vic.gov.au/public-inspection).

## Attachment 8 - C294 Amendment Documents

### *Planning and Environment Act 1987*

#### **YARRA PLANNING SCHEME**

#### **AMENDMENT C294YARA**

#### **INSTRUCTION SHEET**

The planning authority for this amendment is the Minister for Planning. The amendment was prepared at the request of Yarra City Council.

The Yarra Planning Scheme is amended as follows:

#### **Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 2 attached maps sheets.

#### ***Overlay Maps***

1. Amend Planning Scheme Map No.6HO in the manner shown on the 2 attached maps marked "Yarra Planning Scheme, Amendment C294".

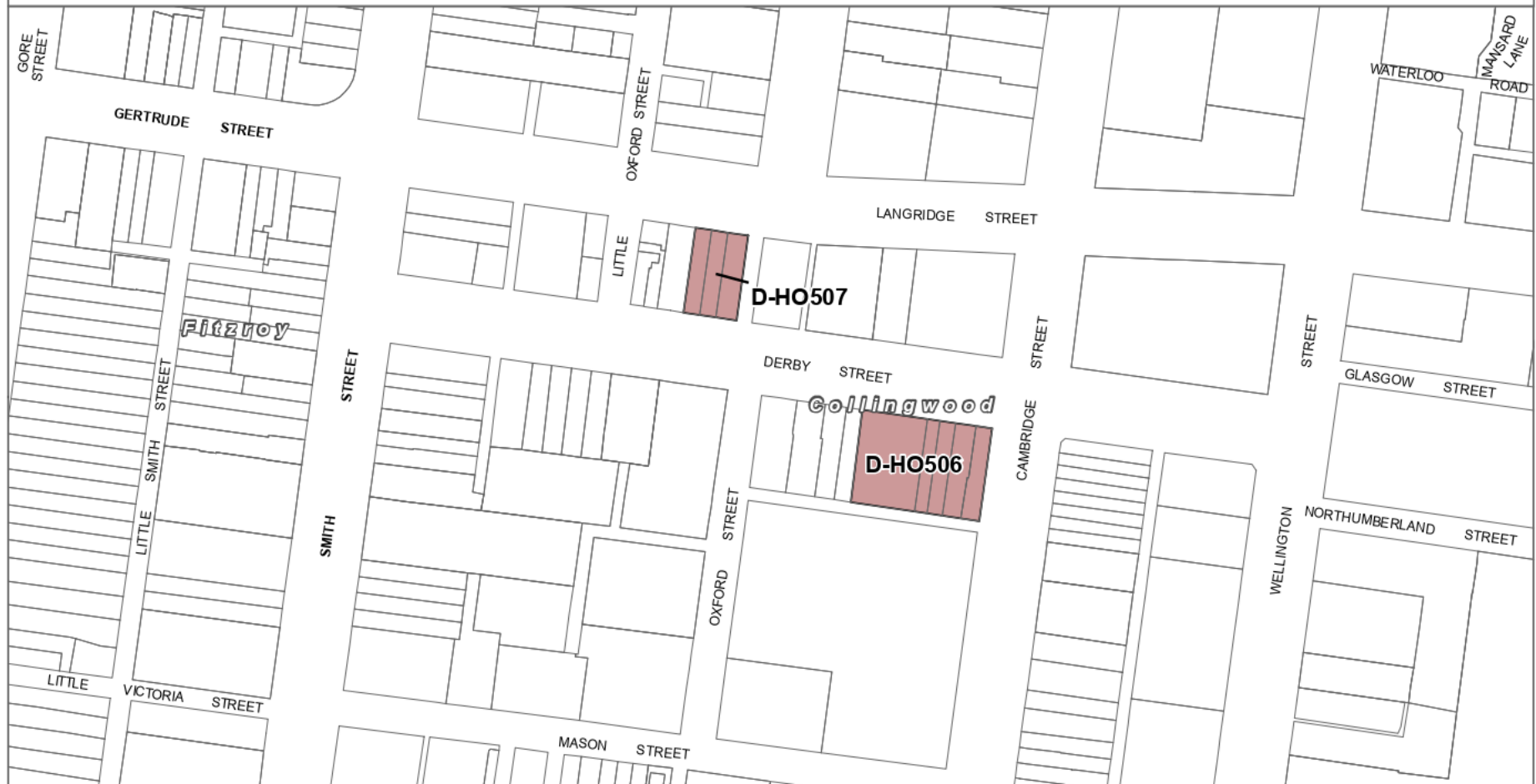
#### **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document.

Attachment 8 - C294 Amendment Documents

YARRA PLANNING SCHEME - LOCAL PROVISION  
AMENDMENT C294yara



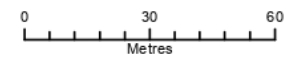
LEGEND

- D-HO - Area to be deleted from a Heritage Overlay
- Local Government Area

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Planning Group  
Print Date: 4/05/2021  
Amendment Version: 1



Environment,  
Land, Water  
and Planning

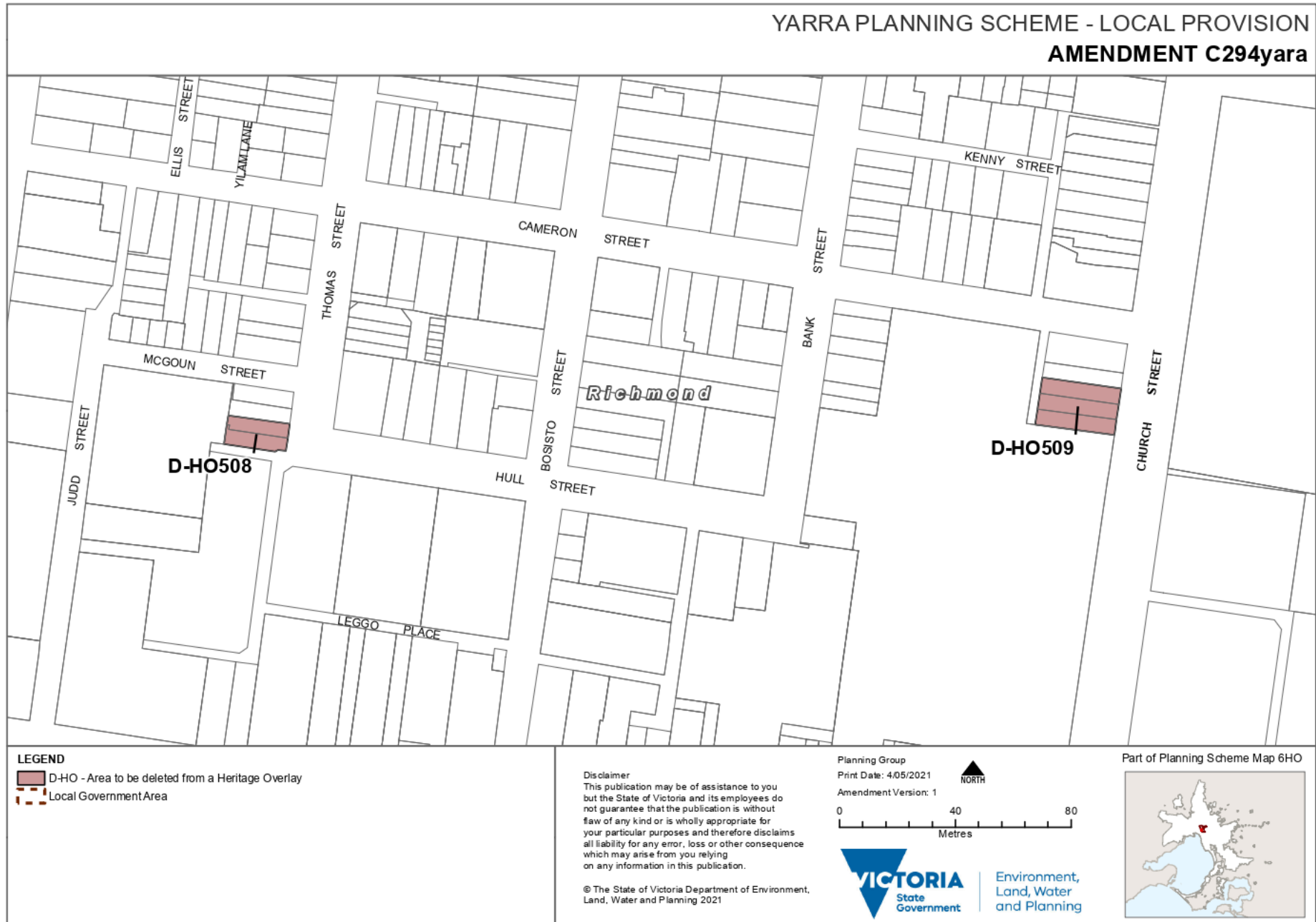
Part of Planning Scheme Map 6HO





Attachment 8 - C294 Amendment Documents

YARRA PLANNING SCHEME - LOCAL PROVISION  
AMENDMENT C294yara



## Attachment 8 - C294 Amendment Documents

### YARRA PLANNING SCHEME

14/03/2019  
C261yara

#### SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

##### 1.0

22/11/2018  
C236

#### Application requirements

None specified.

##### 2.0

14/02/2024  
C245yara  
C234yara

#### Heritage places

The requirements of this overlay apply to both the heritage place and its associated land.

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO1	40 ABBOTSFORD STREET ABBOTSFORD Timber Cottage <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO2	42 ABBOTSFORD STREET ABBOTSFORD Gothick House <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO3	2-4 BOND STREET ABBOTSFORD Former Grosvenor Common School	-	-	-	-	Yes Ref No H654	No	No
HO4	31-35 CHURCH STREET ABBOTSFORD Terrace <b>Incorporated plan:</b>	Yes	No	No	No	No	No	No

## Attachment 8 - C294 Amendment Documents

## YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO98	1 DERBY STREET COLLINGWOOD Derby House <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO99	2 DERBY STREET COLLINGWOOD House <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO100	3-7 DERBY STREET COLLINGWOOD Terrace <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	Yes	No	No	No
HO101	8 DERBY STREET COLLINGWOOD House <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO102	10- <del>22</del> 16 DERBY STREET COLLINGWOOD Terrace <b>Incorporated plan:</b>	Yes	No	No	No	No	No	No

Attachment 8 - C294 Amendment Documents

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO103	51-55 GIPPS STREET COLLINGWOOD Glasshouse Hotel <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO104	31 HARMSWORTH STREET COLLINGWOOD Former Children's Church <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO105	16 ISLINGTON STREET COLLINGWOOD Former Smalley & Harkness Boot Factory <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO106	61 ISLINGTON STREET COLLINGWOOD James Hood & Co. Malthouse <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO107	8 -10 JOHNSTON STREET COLLINGWOOD Belmont	-	-	-	-	Yes Ref No H871	Yes	No

Attachment 8 - C294 Amendment Documents

YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO502	115 VICTORIA PARADE FITZROY Former Commonwealth Note and Stamp Printing Department	-	-	-	-	Yes Ref No H2372	No	No
HO503	2 JAMES STREET, ABBOTSFORD Former Commerical Stables and Hitching Posts	No	No	No	No	No	No	No
HO505	JOHNSTON STREET EAST <i>The heritage place includes 219-41 &amp; 246-74 Johnston Street and the Johnston Street railway bridge including the brick and bluestone abutments</i> <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes – 219-23 & 258-60 Johnston St only	No	No	No	No	No	No
HO506 <i>Interim control Expiry Date 30/04/2024</i>	33-45 DERBY STREET, COLLINGWOOD <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO507 <i>Interim control Expiry Date 30/04/2024</i>	48-22 DERBY STREET, COLLINGWOOD <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO508 <i>Interim control Expiry Date 30/04/2024</i>	32-34 THOMAS STREET, RICHMOND <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No



## Attachment 8 - C294 Amendment Documents

## YARRA PLANNING SCHEME

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO509 <i>Interim control</i>  <i>Expiry Date</i> 30/04/2024	200-206 CHURCH STREET, RICHMOND <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO518	85 CREMORNE STREET, CREMORNE Melbourne Wire Works Factory & Head Office (former) <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO519	1-3 & 5-9 GORDON STREET, CREMORNE Nuttlex Factory (former) <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO520	26 BROHAM PLACE, RICHMOND Factory/Warehouse	No	No	No	No	No	No	No
HO521	14 RISLEY STREET, RICHMOND York Boot Factory (former)	No	No	No	No	No	No	No
HO522 <i>Interim control</i>  <i>Expiry date:</i> 15/10/2021	273A SWAN STREET, RICHMOND Shop And Residence <b>Incorporated plan:</b> Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No

## 8.2 Gleadell Street Market

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<b>Reference</b>	D21/43055
<b>Author</b>	Stewart Martin - Manager Compliance and Parking Services
<b>Authoriser</b>	Director Corporate, Business and Finance

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### Purpose

1. To review the operation and assess any improvement opportunities for the Gleadell Street Market.

### Critical analysis

#### History and background

2. The Gleadell Street Market is Council operated and governed by the Gleadell Street Market Policy (Attachment 1) endorsed by Council.
3. This Market is a fresh food market with a requirement to have a 70% fresh produce sold under the Gleadell Street Market Policy. This ensures a focus on fresh produce and local products.
4. The Market has a long-standing history and has operated in the Richmond vicinity over many decades.
5. It operates every Saturday morning except for certain public holidays (e.g. Christmas Day and Easter) on Gleadell Street in Richmond, between Bridge Road and Highett Street.
6. Gleadell Street is closed from midnight Friday night until 3.00pm Saturday.
7. The Gleadell Street Market is open to the public between 7.00am to 1.00pm, however stallholders begin setting up from midnight the night before.
8. The Market is operated by the City of Yarra, unlike other markets which are run by private enterprise businesses or not for profit organisations.
9. Some stallholders have operated at the Market for several years and stalls have been passed from generation to generation.
10. There is a Gleadell Street Market internal working group established as stipulated under the Gleadell Street Market Procedure and Protocols Manual (Attachment 2). The group consists of nominated stallholder representative, the relevant contractor representatives and Council staff. Meetings are held quarterly and strictly focused on the operation and functioning of the market.
11. The Market policy is designed to ensure fair and equitable provisions for stallholders to operate within the market. Examples of these include preventing a monopoly by traders as they are limited to a maximum number of stalls and ensuring the market continues to remain primarily a fresh food market.
12. The Market policy is designed to ensure public safety and accessibility, this includes operation of the forklifts, the opening and closing times of the market, motor vehicles within the market and ensuring public access is always maintained. The policy also allows for penalties for breaches under the General Local Law and ensures stallholders maintain all associated market fees.
13. Council provides and pays for the road closure and waste services for the operation of the market, such as contracted staff in attendance every market day, cleansing, and maintaining the area to ensure safety and proper disposal and maintenance of waste.

14. Council also assigns a Market Officer from the Compliance and Parking branch who monitors the market operation on each market day to ensure compliance and safety as well as the opening and closing of the market at the appropriate times.
15. The Gleadell Street Market provides a community stall which is used by community groups, local schools, local Yarra politicians and provides information sharing opportunities for both Council and community organisations.
16. The Market is very important to the community and provides a meeting place for members of the community.
17. It further provides an alternative to the larger commercial supermarkets to obtain fresh food and produce.
18. During the COVID-19 restrictions, the Market continued to operate each week with additional support from Council including extra Council staffing and security guards to monitor numbers within the market, assist with social distancing and pedestrian flow as well as ensuring the wearing of masks.
19. During the COVID-19 restrictions, stallholder fees were placed on hold and not charged for over 6 months.

#### Discussion

20. The visitation to the market has been impacted as a result of the COVID-19 restrictions with concerns from shoppers regarding social distancing. However, the attendance numbers have continued to increase, particularly during good weather days.
21. Attendance at the market can vary depending on the weather and other issues such as public holidays abutting the weekend etc.
22. The Gleadell Street Market is unique in that it is solely operated by Council, as most other markets are operated by private enterprise or not for profit organisations.
23. Officers have contacted three other markets operating around Melbourne namely the Kingston Farmers Market, Yarraville Village Farmers Market and Boroondara Farmers Market.
24. The details of each market are shown in the comparison table below.

	City of Yarra	City of Kingston	Yarraville	City of Boroondara
<b>Frequency</b>	Weekly	Monthly	Fortnightly	Three of four weeks
<b>Council operated</b>	Yes	No	No, supported by Council	No, supported by Council
<b>Fresh produce only</b>	Yes	Yes	Yes	Yes
<b>Cost per stall</b>	\$92	\$60	\$70	\$75 (or \$85 if paid on day)
<b>Location</b>	Public street closure	Car Park	Reserve / Green space	Reserve / Green space
<b>Operating Hours</b>	7am – 1pm	8am – 12:30pm	8:30am – 1pm	8am – 12:30pm
<b>Entry fee</b>	Free	Free	Free	\$2

25. The current operational model of the Market is designed to ensure compliance with the Gleadell Street Market Policy and to prevent issues such as subletting of stalls, the misuse of public space, accessibility and all safety related matters are maintained and addressed appropriately.

26. Without strict adherence to the Gleadell Street Market Policy and safety requirements, Council exposes itself to liability for any incidents or damage that may occur.
27. Under the current operation and by having a Market Officer in attendance, there has been no major incidents and in fact the Market was able to continue to operate during COVID-19 lockdowns.
28. Vacant market stalls are filled via a waiting list and Council officers utilise this list depending on the needs of the market at the time and to ensure a variety of products is offered and compliance with the fresh food and produce criteria under the policy.
29. The Market working group is beneficial in providing a conduit between Council, stall holders, and contractors. It provides an opportunity to listen to and understand changes or specific operational matters. The working group meets quarterly, however during COVID-19 restrictions this was not able to occur. Minutes of meetings are further sent to all stallholders after the meeting.
30. The 'Gleadell St and Griffith St Streetscape Improvement Project' is currently on hold, due to funding not being allocated in the 2020/21 financial year.
31. Should funding be available for the project to proceed, extensive engagement with market stall holders, other key stakeholders, and the broader community would be undertaken during the concept and design development phases.
32. Any construction works would be implemented in ways to minimise the impact and possible disruptions to the market operation, including but not limited to possible staging of construction works.
33. There is an ongoing issue in maintaining the 70% fresh fruit and vegetables criteria as required under the policy and to attract these types of traders to the market to fill vacancies. This is potentially due to the restriction of two stalls per trader.
34. Generally, the sale of fruit and vegetable have low profit margins on each item and there is a need to carry more stock and offer greater variety. Two stalls could be seen by some potential traders as not viable. The ability to be able to offer a third stall to potential traders could be more attractive.

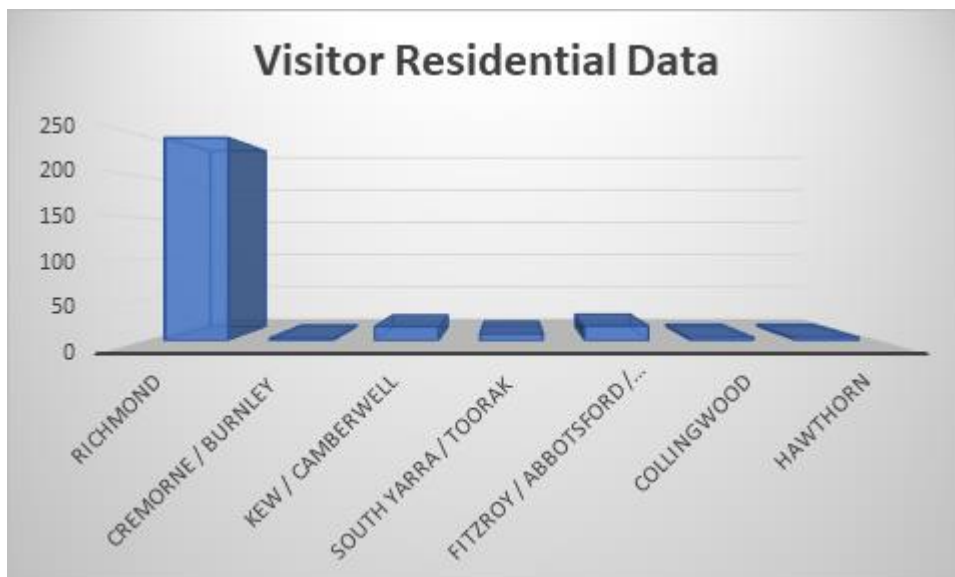
#### Options

35. Any community based advisory group should be broader based than the operation of the Market taking into consideration Bridge Rd, Sporting groups and users of Citizens Park etc. However, if a group was established a market representation would be appropriate.
36. The Gleadell Street Market Policy dictates the number of stalls and functioning of the market in general. There is an option to review and amend the policy, however there is a continual need for suitable controls in place to ensure safety and appropriate conditions for stallholders to adhere to so the market can function effectively.
37. With the review of the policy, it would be appropriate to consider the use of incentives to promote stallholder attendance. There are stallholders who do not turn up on the market day. If this situation continues, it may have negative impacts on the overall appearance and popularity of the market.
38. Discretion to the appropriate Council Officers in respect to allowing a third stall to assist in maintaining the fresh fruit and vegetable component of the market and to ensure viability of these types of stalls.
39. To continue to investigate opportunities to improve the attendance of stallholders each week at the market.
40. To confirm the market is predominately for fresh food only and to minimise takeaway items to what is presently available, also to ensure there is a balanced offering of products and not a monopoly. In relation to takeaway items, we will continue to consider and protect bricks and mortar businesses within the activity centres.

41. There is an opportunity to consider activating other parts of Gleadell Street or Citizens Park, for example, for local school's music performances around Christmas time. However, the operational area of the market is quite confined, and these options could only be considered at either end of the market, within Citizen Park, or within the Richmond Bowls club carpark.
42. The community Stall could also be utilised for small music groups as required.
43. To ensure the operation of the Gleadell Street Market is considered in the local masterplans or street scape improvements projects.
44. Further consider the operations and community benefit of other markets within Yarra. Consider the feasibility, options and benefits of enhancing the presence of markets held within Yarra.

### Community and stakeholder engagement

45. A survey was completed by the community in relation to opportunities and potential improvements to the operation of the market.
46. This survey was live on our website for a period of three weeks. The survey was further promoted via news articles, Yarra Life, and all social media platforms.
47. Council officers also attended the market on two separate occasions to engage with the market goers and promote the survey. Overall, we had 366 people complete the survey.
48. The survey questions were:
  - (a) How often do you visit the Gleadell Street Market?
  - (b) What do you enjoy about the market?
  - (c) Are there any improvements or changes you would like to see at the market?
  - (d) Do you have any other comments or feedback?
  - (e) Your suburb?
49. The results of this survey in relation to distance travelled to attend the market i.e. home suburb



50. The results that were consistently provided include the themes below.



**Community survey results:**

<b>Improvements</b>	<b>Positives</b>
Produce is not always fresh	Fresh & quality produce
More variety of stalls (organic goods, craft, cheese & fish)	Atmosphere
Sustainability & Waste improvements (remove plastic bags)	The people / stallholders
Cashless payments	Pricing
Seating areas	Location
Dog control measures	Supporting local businesses
Longer opening times and extended space	Open during COVID lockdowns
Rain cover	Community spirit and atmosphere
Increase parking	
Toilet Facilities	
Make no changes	
Community involvement with market management via their ongoing representation in setting Market Policy and in decision making processes (feedback from one group)	
Formally include the Street Market into the Council Community Engagement for the Gleadell and Griffiths Street Civic Precinct Project (feedback from one group)	

## 51. Actions and comments from community survey:

- (a) We already have a no plastic bag policy in place. Officers regularly inspect the stalls to ensure compliance;
- (b) During COVID-19 we encouraged all stallholders to use cashless payment methods. A number of stallholders were unable to achieve this due to financial reasons. We will continue to promote cashless payment methods;
- (c) We will be looking at ways to implement seating areas, but this would also be a consideration under the Gleadell St and Griffith St Streetscape Improvement Project; and
- (d) An ongoing discussion with City Works waste team and market contractors to review and look to improve waste processes.

52. A separate survey was facilitated for all 28 stallholders. Each stallholder was individually emailed on two separate occasions. Officers attending the market also encouraged stallholders to participate and respond.

53. Council received 5 stallholder responses, the results of which are outlined below.

<b>Positives</b>	<b>Improvement Areas</b>
Atmosphere	Coordinated social media promotion

Variety of stalls	Further promotion
Regular customers	Increase variety of stalls
	Seating area
	Fresh / high quality produce
	Attendance rate

54. Action items from stallholder survey:

- (a) We have engaged with the internal communications team. The following action items have been planned or already taking place:
  - (i) New photos taken for social media posts;
  - (ii) Profiles of stallholders to be used on social media and website;
  - (iii) Update webpage;
  - (iv) Collaboration with GSM social media accounts, training to be provided by Communications team;
  - (v) Social media drive to be implemented, paid posts to achieve a greater reach;
  - (vi) Posters and leaflets printed and to be placed in local businesses;
  - (vii) Banners placed in local parks;
  - (viii) Use of Real Estate signage (Communications department currently actioning); and
  - (ix) Promotion piece to be included in 'Yarra Life' on an ongoing basis.

55. Attendance rates of stallholders are steadily on the increase.

## Policy analysis

### [Alignment to Council Plan](#)

56. A Prosperous & Healthy Yarra – Local businesses prosper, social connectedness is encouraged along with community health and safety is maintained.

### [Climate emergency and sustainability implications](#)

57. Over the past five years, staff have been working closely with the Gleadell Street Market stallholders and patrons to reduce waste, including diverting food waste/recyclables and banning plastic bags.
58. The next stage is to eliminate single use plastic at events, meetings, and festivals run by or on Council managed sites and venues. Council is in process of developing a policy, with the intent of identifying a series of new actions with the goal of minimising the production of unnecessary plastic waste by 2023.
59. Single use plastic bags are banned for use within the market and this falls in line with the Victorian State Government ban on single use plastics that will apply to all cafes, restaurants and organisations in Victoria by 2023.

### [Community and social implications](#)

60. The Gleadell Street Market provides the community with a meeting point and social interaction for many residents including some marginalised individuals and groups.
61. It provides an opportunity for the community to purchase fresh food and produce at affordable prices.

62. The Community stall provides the local community groups, schools, local Yarra politicians as well as Council Officers an opportunity to engage with the community and provide information or seek feedback on issues.
63. The market also provides some light entertainment from local buskers and school bands etc.

#### Economic development implications

64. To support stallholders at the market during the COVID-19 lockdown and restrictions no stall fees were charged for over six months.
65. There is no doubt the Gleadell Street Market provides benefits to the Bridge Road local trader economy as it attracts considerable numbers of visitations to the market each market Saturday which in turn flows onto the local economy.
66. Council officers consciously limit the sale of takeaway food including coffee sales at the market to support local traders.

#### Human rights and gender equality implications

67. No issued Identified.

### Operational analysis

#### Financial and resource impacts

68. Operating Cost of the Market during COVID lockdown restrictions:

Cost	Weekly	Monthly
Cleansing/Road closure	\$5,329.28	\$ 21,317.12
Security guards	\$960.00	\$3,840.00
Overtime- extra staffing	\$2000-\$2500	\$10,000.00
<b>Total expense</b>	<b>\$8,789.28</b>	<b>\$35,157.12</b>

Stallholder fee income (not charged) = **\$5,520.00** Weekly

(not charged) = **\$23,920.00** Monthly

Loss to Council not charging fees over six months = **\$143, 520.00**

69. The total expenditure to operate the Market up until end of December was costing Council approximately \$35,157.12 per month. The costs for six months to be \$210,942.72.
70. Normal cost of operating the market (outside COVID-19) is approximately \$5,829.28 (consisting of cleansing and staffing) with an income from stall rental of \$5,520.00.
71. The above costs do not include any administration costs and implications that support the weekly operation of the market.

#### Legal Implications

72. Council has a legal obligation to provide a safe environment and this requires regular and appropriate monitoring of the market operations and functioning. To meet this obligation Council officers do need to take enforcement action under the Gleadell Street Market policy and Local law from time to time.
73. Council as the Market operator must comply with any relevant laws and restrictions which includes social distancing and COVID-19 related restrictions.

### Conclusion

74. The operation of the Gleadell Street Market is unique and beneficial to the community.
75. Policy controls and regulations are required to ensure the safe and appropriate functioning of the market.
76. Council officers will continue to work with stallholders to promote and maintain effective operation of the market.

77. The sale of takeaway food items be continued at present levels and the market maintains its current fresh food status.
78. The revised- Gleadell Street Market Policy (Attachment 3) has been updated to allow for discretion by the relevant Manager to issue a third stall permit to maintain the required percentage of fresh fruit and vegetables available. Also, to allow the relevant Manager discretion in relation to operational decisions to ensure the continual smooth operation of the market.
79. Council will undertake further work to review the many other markets that operate within the municipality and seek to ensure markets remain a vibrant and sustainable part of Yarra.

## RECOMMENDATION

1. That
  - (a) Council note the contents of the report and the uniqueness of the Gleadell Street Market, along with the ongoing associated costs and responsibilities;
  - (b) Council adopt the revised Gleadell Street Market Policy in respect to authorising the relevant Manager; the discretion to issue a third stall permit for fruit and vegetable sales and to ensure the continual smooth operation of the market as appropriate;
  - (c) Any streetscape improvements or masterplans for the Gleadell Street area consider the distinctiveness of the Market and ensure the operation of the market is maintained; and
  - (d) Council will further consider the impact and operation of markets across the municipality and consider the feasibility, options and benefits of enhancing the presence of markets held within Yarra.

## Attachments

- 1 [↓](#) The Gleadell Street Market Policy
- 2 [↓](#) The Gleadell Street Market Procedure & Protocols Manual
- 3 [↓](#) Revised - Gleadell Street Market Policy

## Attachment 1 - The Gleadell Street Market Policy



## Gleadell Street Market Policy

<b>Title</b>	<b>Gleadell Street Market Policy</b>
<b>Description</b>	A policy to govern the operation of the Gleadell Street Market.
<b>Category</b>	Enforcement
<b>Type</b>	Policy
<b>Approval authority</b>	Council
<b>Responsible officer</b>	Manager Compliance and Parking Services
<b>Approval date</b>	12 November 2018
<b>Review cycle</b>	Every four years
<b>Review date</b>	12 November 2022
<b>Document Reference (Trim)</b>	D12/53886
<b>Human Rights compatibility</b>	This policy has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

### 1. The Purpose of the Gleadell Street Market

The Gleadell Street market provides fresh, affordable food to Richmond and surrounds, and builds the sense of community in the Richmond area. Also to minimise the impact of plastics and greenhouses gases into the environment.

This policy is to be read in conjunction with the Gleadell Street Market Procedure and Protocols Manual.

### 2. Objectives of the Policy

The objectives of this policy are to:

- (a) Provide for the regulation and government of the market;
- (b) Regulate the activities of persons in the market;
- (c) Regulate the sale of goods and services in the market;
- (d) To promote sustainability of the market;
- (e) Protect the environment; and
- (f) Provide for public safety

### 3. Need for Gleadell Street Market permit

- 3.1. Any person who uses or occupies a stall at the Gleadell Street Market must be the nominated stallholder of a current Gleadell Street Market Permit.
- 3.2. Any person who uses or occupies a stall at the Gleadell Street Market must comply with the terms and conditions of this policy.
- 3.3. The General Local Law provides that Council approval is required for the display of goods on any road or footpath. The requirements for a Gleadell Street Market Permit required by the General Local Law are detailed in this policy.

**Document Name:** Enforcement – Gleadell Street Market Policy  
**Responsible Officer:** Manager Compliance and Parking Services

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## Attachment 1 - The Gleadell Street Market Policy



## Gleadell Street Market Policy

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3.4. This policy is to be read in conjunction with the relevant section of Council's Procedures and Protocols Manual relating to the Gleadell Street Market.

### 4. Definitions

<b>Community Stall</b>	A stall available at no cost to local not for profit community groups. Also local Political members in association with the <i>Political advertising and /or Campaigning on Council controlled land &amp; assets policy</i> .
<b>Council</b>	Means the Yarra City Council
<b>Forklift Spotter</b>	A person required to maintain a clear working area for the fork lift to manoeuvre while being used in the market to ensure public safety.
<b>Fresh Produce</b>	<ul style="list-style-type: none"> <li>(i) Any fresh food (unprocessed) for human consumption including, meat, poultry, fish, and vegetables; and</li> <li>(ii) Bread and Delicatessen products including (but not limited to): - nuts, legumes, sprouts, cheese, butter, processed meats, jams and preservatives.</li> </ul>
<b>Gleadell Street Market Permit</b>	A Permit issued annually by Council to a nominated stallholder under the provision of City of Yarra General Local Law clause 27 to trade on a road and/or footpath.
<b>Goods</b>	Means the items the stallholder is permitted to offer for sale. This includes food, produce and non-food.
<b>Immediate Family Member</b>	Means spouse, parent, sibling or child of the Permit stallholder
<b>Market</b>	Means the market known as the Gleadell Street Market situated in Gleadell Street Richmond
<b>Market Operator</b>	Means the Council or an authorised Officer of the Council.
<b>Plastic Bags</b>	Any plastic bags used for carrying produce or other items. (Includes single & multi use plastic bags, biodegradable bags, zip lock bags & barrier bags).
<b>Pre-packaged goods</b>	This includes <b>foods</b> that are <b>packaged</b> at retail prior to being purchased by the stallholder to be resold.
<b>Stallholder</b>	Means a person/s allocated a nominated stall and is the holder of a current annual Open Space Permit issued by the Market Operator.
<b>Trading Days</b>	Means the day on which the market is operating.

## Attachment 1 - The Gleadell Street Market Policy



# Gleadell Street Market Policy

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## 5. General Conditions and Hours of Trading

- 5.1. The market operates from 7.00am to 1.00pm each Saturday, except Christmas Day, New Year's Day, Easter and Anzac Day (only when falling on a Saturday).
- 5.2. Stallholders must cease trading to the public at 1.00pm and must vacate their stalls by no later than 2.30pm.
- 5.3. A Stallholder must trade in the goods stated on the Gleadell Street Market Permit, and may only vary the goods sold if the Council grants prior written consent.
- 5.4. Stallholders shall ensure all food offered for sale complies with the Food Act as administered by Council's Health Unit.
- 5.5. Stallholders must not bring any goods into the market, which are decomposed or otherwise unfit for sale.
- 5.6. Stallholders must not place or display any goods or merchandise outside the boundary of their stalls.
- 5.7. Stallholders or immediate family members shall personally attend their stall on each market day, unless permission has been obtained from market operator.
- 5.8. Stallholders must not hold more than two (2) stalls. Current stallholders with more than 2 stalls will be allowed to retain the extra stalls for as long as they trade at the market.
- 5.9. Permit holders and their employees must comply with the reasonable directions of Council and/or market operator.
- 5.10. Stallholders must not sublet their stalls.

## 6. Forklift use in Gleadell Street Market

- 6.1. Stallholders and their employees must not use or operate a forklift or drive a vehicle in the market between 6.50am and 1.15pm.
- 6.2. Stallholders who use and operate a forklift must do so in a safe and competent manner and must hold a current forklift Permit or a Certificate of Competency.
- 6.3. Stallholders must have a 'forklift spotter' present while the forklift is operating.

## 7. Refuse Disposal

- 7.1. The Gleadell Street Market has Waste Wise/Resource Smart accreditation and all stakeholders are expected to actively assist in maintaining this accreditation.
- 7.2. Stallholders must keep their stall areas clean and tidy at all times.
- 7.3. All rubbish generated as a result of trading must be collected and stored in the stall area so that their stalls and any adjacent footpath and roadway remain clear of all refuse at all times.
- 7.4. Stallholders must place all waste from their goods into the appropriate bins provided by Council and must remove all rubbish from the stall at the end of trading.
- 7.5. Stallholders must remove all items (including waste) associated with their trading from their stall area at the end of the trading.
- 7.6. Any item/s not removed by the stallholder from the market area will be collected and removed by Council's contractor and disposed of at the stallholder's expense.

## Attachment 1 - The Gleadell Street Market Policy



# Gleadell Street Market Policy

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- 7.7. Stallholders must not allow/discharge any litter or refuse onto the road, footpath, drain, gutter or surrounding area.

## 8. Public Liability Insurance and Indemnity

- 8.1. The stallholder must maintain a current public liability policy of insurance for an amount of not less than \$10 million. The Policy must provide cover for any possible claim made against the stallholder or Council in relation to the death or injury to any person or the damage to any property arising out of any act or omission directly or indirectly related to the operation of the business at the Gleadell Street market.
- 8.2. The stallholder must provide a certificate of currency of such insurance to the Market Operator when applying for the Gleadell Street Market Permit and an updated certificate each year on renewal of the Permit Agreement.

## 9. Fees and Charges

- 9.1. Accounts must be paid within 30 days of receipt.
- 9.2. A Stallholder must give (4) weeks' notice in writing prior to ceasing trading at the market and ensure all outstanding rent is paid
- 9.3. Fees for stalls may vary from year to year as determined by Council resolution.
- 9.4. Stallholders will be responsible to pay all permit fees during any absences (which include illness and/or holidays).

## 10. Cancellation of the Permit

- 10.1. The Council may alter, suspend or cancel a Permit if it considers that there has been:
- (a) A substantial and/or continued failure to comply with this policy or any other relevant legislation; or
  - (b) Failure to pay fees; or
  - (c) At the request of the stallholder
  - (d) A prosecution found proven for breach of this policy and any permit condition.

## 11. Stall register

- 11.1. Council will maintain a register of all current stallholders
- 11.2. Council will maintain a register (waiting list) of persons seeking to join the Gleadell Street Market, which will be updated annually.

## 12. Allocation of vacant stalls

- 12.1. Where possible Council's policy is to retain a minimum of 90% of stalls offering Fresh Produce at the Market of which 70% should be fresh fruit and vegetables. In order to maintain this policy, the allocation of vacant stalls will occur in the following manner:
- (a) Where possible a vacant stall being reallocated preference will be to maintained 90% fresh produce:

## Attachment 1 - The Gleadell Street Market Policy



### Gleadell Street Market Policy

- (i) Vacant stalls will be offered to the immediate eligible stallholder/s next to the vacant stall.
- (ii) If both neighbouring stallholders are eligible and require the vacant stall, it will be allocated to the longest serving neighbouring stallholder, save and except that any neighbouring stall holder that already has 2 or more stalls will be ineligible to be allocated the vacant stall.
- (iii) If the vacant stall is not allocated to a neighbouring stall holder (as noted above), it will be offered to the appropriate person on the waiting list register.
- (iv) If this person declines the offer they will be removed from the waiting list, or if requested, moved to the bottom of the waiting list.
- (v) In such an event the vacant stall will then be offered to the next person on the waiting list register, and so on until allocated.
- (b) Where a vacant stall that would ordinarily be reallocated to a neighbouring stall holder, or the next person on the waiting list (as noted under section 12 (a) above), **would result** in less than 90% of stalls selling Fresh Produce( of which 70% should be fresh Fruit and vegetables):
  - (vi) Vacant stalls will be offered to the next person(s) on the waiting list who intends to sell Fresh Produce.
  - (vii) If this person declines the offer, they will be deleted from the waiting list, or if requested, moved to the bottom of the waiting list.
  - (viii) In such an event the vacant stall will then be offered to the next person on the waiting list register who intends to sell Fresh Produce and so on, until the stall is allocated.

#### 13. Succession of stall

- 13.1. Stallholders of long standing (10 years or more) upon retirement, or cessation of trading due to ill health, will be able to nominate an immediate family member, for Council's consideration, to take over the stall/s (maximum of 2 stalls only may be allocated under this plan).
- 13.2. All other stalls held by the stallholder will be allocated as per section 12 of this policy.

#### 14. Community Stall

- 14.1. One stall will be made available for a community stall each day of trading.
- 14.2. Usage of the stall must be in accordance with the *Political advertising and/or Campaigning on Council controlled land and asset policy*.
- 14.3. The stall is for the specific use of the local community groups and matters strictly pertaining to the City of Yarra community.

#### 15. Internal Market Working Group

- 15.1. Financial licensed stallholders only are eligible to hold a position as a member of the internal Gleadell Street Market working group.

## Attachment 1 - The Gleadell Street Market Policy



### Gleadell Street Market Policy

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#### 16. Plastic Bags

16.1. No plastic bags can be used at the market by stallholders at any time, with the exception of:

- (a) Pre-packaged items purchased from a third party.
- (b) Barrier bags used for poultry or fish or as determined by Manager Compliance and Parking services.
- (c) Council contractor use of garbage bags in association with the current contract.

#### 17. Breach of Policy or permit conditions.

17.1. Any breaches of this policy or permit conditions may result in enforcement action under the City of Yarra General Local Laws.



## Attachment 2 - The Gleadell Street Market Procedure &amp; Protocols Manual



## Gleadell Street Market Procedure and Protocols Manual

<b>Title</b>	<b>Gleadell Street Market Procedure and Protocols Manual</b>
<b>Description</b>	Procedures and Protocols applying to the exercise of functions by the Council under the Local Government Act 1989 and Road and the City of Yarra General Local Law.
<b>Category</b>	Enforcement
<b>Type</b>	Procedure
<b>Approval authority</b>	Manager Compliance and Parking Services
<b>Responsible officer</b>	Coordinator Compliance and Prosecutions
<b>Approval date</b>	12 November 2018
<b>Review cycle</b>	Every four years
<b>Review date</b>	12 November 2022
<b>Document Reference (Trim)</b>	D18/206954
<b>Human Rights compatibility</b>	This procedure has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

### 1. Traffic Management Plan

- 1.1. There will be in place a current Traffic Management Plan for the market, which will be updated as required and made available to all stallholders. The plan shall incorporate measures to minimise potential negative amenity impact from traffic and associated activities of the market.
- 1.2. Unless the Traffic Management Plan specifically identifies an area of the footpath required for pedestrian or waste management purposes, any remaining footpath area (with Council approval) may be used by an adjoining stallholder for an agreed purpose and will form part of their Permit.

### 2. Council Records

- 2.1. Council will maintain a file for each stallholder and person on the waiting list detailing all relevant information such as, the date they joined the waiting list, the date they took up a stall, all applications, requests and offers regarding the Gleadell Street Market and details of all reported and confirmed breaches of this policy and associated procedures.
- 2.2. Stallholders and waiting list members may view their own file on request to the Manager Compliance & Parking Services.

### 3. Community Stall

- 3.1. The community stall is provided for the use of local community groups, local Yarra sitting members of Parliament both Upper and Lower houses (in accordance with the *Political advertising and/or campaigning on Council controlled land & assets policy*) and organisations/utility companies wishing to provide information specific to Yarra residents.
- 3.2. Council will make available portable table and marquee for use at the community stall.
- 3.3. The stall will be available at no cost to not-for-profit, fair-trade and social enterprise groups.

**Document Name:** Enforcement – Gleadell Street Market Procedure and Protocols Manual  
**Responsible Officer:** Coordinator Compliance and Prosecutions

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## Attachment 2 - The Gleadell Street Market Procedure & Protocols Manual



# Gleadell Street Market Procedure and Protocols Manual

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- 3.4. A separate waiting list shall be maintained for use of this stall if required and updated as appropriate.
- 3.5. Groups that fail to use the stall on the day they have booked it will be ineligible to use it for the remainder of the booking calendar year or at the discretion of the Manager Compliance & Parking services.
- 3.6. All groups on the waiting list may be offered the use of the stall before a group which has already used the stall in that calendar year is offered it again.
- 3.7. No group or organisation can utilise the stall more than once in a calendar month or at the discretion of the Manager Compliance & Parking services.
- 3.8. The stall cannot be booked for more than 2 occasions in advance or at the discretion of the Manager Compliance & Parking Services.

## 4. Public Facilities

- 4.1. Council will provide where possible all stallholders access to the toilets in Citizen Park during the set up and operation of the market.

## 5. Internal Working Group

- 5.1. The internal working Group will be responsible for information sharing between all parties and to ensure a coordinated approach in the running of the market.
- 5.2. The Internal Working Group will consist of the following:
  - (a) Manager Compliance and Parking services
  - (b) Representative from the City Works department
  - (c) Representative from the Public Health Unit
  - (d) Representative from the cleansing contractor
  - (e) Other Council representatives as required at the discretion of the Manager Compliance and Parking services; and
  - (f) Four financial stallholders
- 5.3. The internal working group will meet quarterly or more frequently as required.
- 5.4. Minutes of items discussed at the meetings will be circulated to all stallholders within two weeks of the meeting date.
- 5.5. Where possible, consultation with all stakeholders will be undertaken before any operational changes to the Gleadell Street Market Policy and/or Procedure and Protocols Manual are considered by the Internal Working Group.
- 5.6. If no more than 2 Stallholders representatives cannot attend a scheduled meeting the meeting will be cancelled.

## Attachment 3 - Revised - Gleadell Street Market Policy



## Gleadell Street Market Policy

<b>Title</b>	<b>Gleadell Street Market Policy</b>
<b>Description</b>	A policy to govern the operation of the Gleadell Street Market.
<b>Category</b>	Enforcement
<b>Type</b>	Policy
<b>Approval authority</b>	Council
<b>Responsible officer</b>	Manager Compliance and Parking Services
<b>Approval date</b>	18 May 2021
<b>Review cycle</b>	Every four years
<b>Review date</b>	18 May 2025
<b>Document Reference (Trim)</b>	D12/53886
<b>Human Rights compatibility</b>	This policy has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

### 1. The Purpose of the Gleadell Street Market

The Gleadell Street market provides fresh, affordable food to Richmond and surrounds, and builds the sense of community in the Richmond area. Also to minimise the impact of plastics and greenhouses gases into the environment.

This policy is to be read in conjunction with the Gleadell Street Market Procedure and Protocols Manual.

### 2. Objectives of the Policy

The objectives of this policy are to:

- (a) Provide for the regulation and government of the market;
- (b) Regulate the activities of persons in the market;
- (c) Regulate the sale of goods and services in the market;
- (d) To promote sustainability of the market;
- (e) Protect the environment; and
- (f) Provide for public safety

### 3. Need for Gleadell Street Market permit

- 3.1. Any person who uses or occupies a stall at the Gleadell Street Market must be the nominated stallholder of a current Gleadell Street Market Permit.
- 3.2. Any person who uses or occupies a stall at the Gleadell Street Market must comply with the terms and conditions of this policy.
- 3.3. The General Local Law provides that Council approval is required for the display of goods on any road or footpath. The requirements for a Gleadell Street Market Permit required by the General Local Law are detailed in this policy.

## Attachment 3 - Revised - Gleadell Street Market Policy



## Gleadell Street Market Policy

---

- 3.4. This policy is to be read in conjunction with the relevant section of Council's Procedures and Protocols Manual relating to the Gleadell Street Market.

### 4. Definitions

<b>Community Stall</b>	A stall available at no cost to local not for profit community groups. Also local Political members in association with the <i>Political advertising and /or Campaigning on Council controlled land &amp; assets policy</i> .
<b>Council</b>	Means the Yarra City Council
<b>Forklift Spotter</b>	A person required to maintain a clear working area for the fork lift to manoeuvre while being used in the market to ensure public safety.
<b>Fresh Produce</b>	(i) Any fresh food (unprocessed) for human consumption including, meat, poultry, fish, and vegetables; and (ii) Bread and Delicatessen products including (but not limited to): - nuts, legumes, sprouts, cheese, butter, processed meats, jams and preservatives.
<b>Gleadell Street Market Permit</b>	A Permit issued annually by Council to a nominated stallholder under the provision of City of Yarra General Local Law clause 27 to trade on a road and/or footpath.
<b>Goods</b>	Means the items the stallholder is permitted to offer for sale. This includes food, produce and non-food.
<b>Immediate Family Member</b>	Means spouse, parent, sibling or child of the Permit stallholder
<b>Market</b>	Means the market known as the Gleadell Street Market situated in Gleadell Street Richmond
<b>Market Operator</b>	Means the Council or an authorised Officer of the Council.
<b>Plastic Bags</b>	Any plastic bags used for carrying produce or other items. (Includes single & multi use plastic bags, biodegradable bags, zip lock bags & barrier bags).
<b>Pre-packaged goods</b>	This includes <b>foods</b> that are <b>packaged</b> at retail prior to being purchased by the stallholder to be resold.
<b>Stallholder</b>	Means a person/s allocated a nominated stall and is the holder of a current annual Open Space Permit issued by the Market Operator.
<b>Trading Days</b>	Means the day on which the market is operating.

## Attachment 3 - Revised - Gleadell Street Market Policy



# Gleadell Street Market Policy

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## 5. General Conditions and Hours of Trading

- 5.1. The market operates from 7.00am to 1.00pm each Saturday, except Christmas Day, New Year's Day, Easter and Anzac Day (only when falling on a Saturday).
- 5.2. Stallholders must cease trading to the public at 1.00pm and must vacate their stalls by no later than 2.30pm.
- 5.3. A Stallholder must trade in the goods stated on the Gleadell Street Market Permit, and may only vary the goods sold if the Council grants prior written consent.
- 5.4. Stallholders shall ensure all food offered for sale complies with the Food Act as administered by Council's Health Unit.
- 5.5. Stallholders must not bring any goods into the market, which are decomposed or otherwise unfit for sale.
- 5.6. Stallholders must not place or display any goods or merchandise outside the boundary of their stalls.
- 5.7. Stallholders or immediate family members shall personally attend their stall on each market day, unless permission has been obtained from market operator.
- 5.8. Stallholders must not hold more than two (2) stalls. Current stallholders with more than 2 stalls will be allowed to retain the extra stalls for as long as they trade at the market. Subject to the discretion exercised in clause 12.2
- 5.9. Permit holders and their employees must comply with the reasonable directions of Council and/or market operator.
- 5.10. Stallholders must not sublet their stalls.

## 6. Forklift use in Gleadell Street Market

- 6.1. Stallholders and their employees must not use or operate a forklift or drive a vehicle in the market between 6.50am and 1.15pm.
- 6.2. Stallholders who use and operate a forklift must do so in a safe and competent manner and must hold a current forklift Permit or a Certificate of Competency.
- 6.3. Stallholders must have a 'forklift spotter' present while the forklift is operating.

## 7. Refuse Disposal

- 7.1. The Gleadell Street Market has Waste Wise/Resource Smart accreditation and all stakeholders are expected to actively assist in maintaining this accreditation.
- 7.2. Stallholders must keep their stall areas clean and tidy at all times.
- 7.3. All rubbish generated as a result of trading must be collected and stored in the stall area so that their stalls and any adjacent footpath and roadway remain clear of all refuse at all times.
- 7.4. Stallholders must place all waste from their goods into the appropriate bins provided by Council and must remove all rubbish from the stall at the end of trading.
- 7.5. Stallholders must remove all items (including waste) associated with their trading from their stall area at the end of the trading.
- 7.6. Any item/s not removed by the stallholder from the market area will be collected and removed by Council's contractor and disposed of at the stallholder's expense.



## Attachment 3 - Revised - Gleadell Street Market Policy



# Gleadell Street Market Policy

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- 7.7. Stallholders must not allow/discharge any litter or refuse onto the road, footpath, drain, gutter or surrounding area.

## 8. Public Liability Insurance and Indemnity

- 8.1. The stallholder must maintain a current public liability policy of insurance for an amount of not less than \$10 million. The Policy must provide cover for any possible claim made against the stallholder or Council in relation to the death or injury to any person or the damage to any property arising out of any act or omission directly or indirectly related to the operation of the business at the Gleadell Street market.
- 8.2. The stallholder must provide a certificate of currency of such insurance to the Market Operator when applying for the Gleadell Street Market Permit and an updated certificate each year on renewal of the Permit Agreement.

## 9. Fees and Charges

- 9.1. Accounts must be paid within 30 days of receipt.
- 9.2. A Stallholder must give (4) weeks' notice in writing prior to ceasing trading at the market and ensure all outstanding rent is paid
- 9.3. Fees for stalls may vary from year to year as determined by Council resolution.
- 9.4. Stallholders will be responsible to pay all permit fees during any absences (which include illness and/or holidays).

## 10. Cancellation of the Permit

- 10.1. The Council may alter, suspend or cancel a Permit if it considers that there has been:
- (a) A substantial and/or continued failure to comply with this policy or any other relevant legislation; or
  - (b) Failure to pay fees; or
  - (c) At the request of the stallholder
  - (d) A prosecution found proven for breach of this policy and any permit condition.

## 11. Stall register

- 11.1. Council will maintain a register of all current stallholders
- 11.2. Council will maintain a register (waiting list) of persons seeking to join the Gleadell Street Market, which will be updated annually.

## 12. Allocation of vacant stalls

- 12.1. Where possible Council's policy is to retain a minimum of 90% of stalls offering Fresh Produce at the Market of which 70% should be fresh fruit and vegetables. In order to maintain this policy, the allocation of vacant stalls will occur in the following manner:
- (a) Where possible a vacant stall being reallocated preference will be to maintained 90% fresh produce:

## Attachment 3 - Revised - Gleadell Street Market Policy



# Gleadell Street Market Policy

- (i) Vacant stalls will be offered to the immediate eligible stallholder/s next to the vacant stall.
- (ii) If both neighbouring stallholders are eligible and require the vacant stall, it will be allocated to the longest serving neighbouring stallholder, save and except that any neighbouring stall holder that already has 2 or more stalls will be ineligible to be allocated the vacant stall.
- (iii) If the vacant stall is not allocated to a neighbouring stall holder (as noted above), it will be offered to the appropriate person on the waiting list register.
- (iv) If this person declines the offer they will be removed from the waiting list, or if requested, moved to the bottom of the waiting list.
- (v) In such an event the vacant stall will then be offered to the next person on the waiting list register, and so on until allocated.
- (b) Where a vacant stall that would ordinarily be reallocated to a neighbouring stall holder, or the next person on the waiting list (as noted under section 12 (a) above), **would result** in less than 90% of stalls selling Fresh Produce( of which 70% should be fresh Fruit and vegetables):
  - (vi) Vacant stalls will be offered to the next person(s) on the waiting list who intends to sell Fresh Produce.
  - (vii) If this person declines the offer, they will be deleted from the waiting list, or if requested, moved to the bottom of the waiting list.
  - (viii) In such an event the vacant stall will then be offered to the next person on the waiting list register who intends to sell Fresh Produce and so on, until the stall is allocated.

12.2. Discretion to be used by relevant Manager to offer third stall to maintain percentage of fresh fruit and vegetables.

### 13. Succession of stall

- 13.1. Stallholders of long standing (10 years or more) upon retirement, or cessation of trading due to ill health, will be able to nominate an immediate family member, for Council's consideration, to take over the stall/s (maximum of 2 stalls only may be allocated under this plan).
- 13.2. All other stalls held by the stallholder will be allocated as per section 12 of this policy.

### 14. Community Stall

- 14.1. One stall will be made available for a community stall each day of trading.
- 14.2. Usage of the stall must be in accordance with the *Political advertising and/or Campaigning on Council controlled land and asset policy*.
- 14.3. The stall is for the specific use of the local community groups and matters strictly pertaining to the City of Yarra community.

### 15. Internal Market Working Group

- 15.1. Financial licensed stallholders only are eligible to hold a position as a member of the internal Gleadell Street Market working group.

## Attachment 3 - Revised - Gleadell Street Market Policy



### Gleadell Street Market Policy

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#### **16. Plastic Bags**

16.1. No plastic bags can be used at the market by stallholders at any time, with the exception of:

- (a) Pre-packaged items purchased from a third party.
- (b) Barrier bags used for poultry or fish or as determined by Manager Compliance and Parking services.
- (c) Council contractor use of garbage bags in association with the current contract.

#### **17. Breach of Policy or permit conditions**

17.1. Any breaches of this policy or permit conditions may result in enforcement action under the City of Yarra General Local Laws.

#### **18. Council responsibilities**

18.1. Relevant Manager to exercise discretion to manage the operations of the Gleadell Street Market in line with the policy where appropriate.

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## 8.3 March 2021 Finance Report

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<b>Reference</b>	D21/45217
<b>Author</b>	Wei Chen - Chief Financial Officer
<b>Authoriser</b>	Director Corporate, Business and Finance

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### Purpose

1. For Council to note the March 2021 Finance Report.

### Critical analysis

#### History and background

2. Under the Local Government Act 2020, Council is required to report on its financial results on a quarterly basis.
3. The March 2021 Finance report is provided at Attachment 1 for noting and discussion.
4. The March 2021 Capital Adjustments Running Table is provided at Attachment 2 for noting.

#### Discussion

##### Finance Report – March 2021 (Attachment 1)

5. As at 31 March 2021, Council is favourable to YTD budget by \$9.1m. This result is predominantly due to the following areas:
  - (a) Higher YTD operating grants received of \$4.7m, mostly due to unbudgeted grants for Working for Victoria, outdoor dining, kindergarten support activities and the glass bin rollout. The corresponding expenses are reflected in the forecast for the remainder of the year;
  - (b) Higher YTD capital grants received of \$1.8m, mostly due to unbudgeted grant received for Local Roads and Community Infrastructure (LRCl) Program (Phase 2), Victoria Street Public Safety Infrastructure and Ramsden Reserve Stormwater Harvesting;
  - (c) Higher YTD net gain on disposal of property, infrastructure, plant and equipment of \$2.8m, mostly due to unbudgeted sale of discontinued roads;
  - (d) Lower YTD materials and services expenditure of \$7.3m, mainly due to delays in the timing of contract payments. These are expected to be incurred later than budget; and
  - (e) Lower YTD bad and doubtful debts of \$1.3m, due to the impact of the COVID-19 pandemic on the value and number of parking infringements being issued. This has resulted in a reduction in expected doubtful debts expense.
6. These favourable outcomes are offset by unfavourable variances of:
  - (a) Lower YTD parking income of \$6.7m, mostly due to a reduction in parking activity as a result of the COVID-19 pandemic; and
  - (b) Lower YTD user fees of \$3.1m, mostly due to the impact of reduced fee income from childcare and leisure (including Burnley Golf Course), which is a result of mandatory facility closures in response to the COVID-19 pandemic and reduced operating capacity upon reopening.

##### 2020/21 Full year forecast – March 2021 (Attachment 1)

7. As at 31 March 2021, from a forecast year-end position, Council is anticipating a full year operating deficit of \$10.4m, unfavourable to budget by \$6.5m. This result is mainly due to:
  - (a) Lower than budgeted parking income of \$8.5m, reflecting the YTD position;

- (b) Lower than budgeted user fees of \$4.5m, reflecting the YTD position;
- (c) Lower than budgeted capital grant income of \$1.1m, mostly due to the removal of two grants that were received last financial year; and
- (d) Higher than budgeted employee costs of \$2.6m, largely attributable to the Working for Victoria project which is offset by operating grant income.

8. These unfavourable outcomes are offset by:

- (a) Higher than budgeted operating grant income of \$4.4m, mostly due to unbudgeted grants, including Working for Victoria, outdoor dining, etc.;
- (b) Higher than budgeted net gain or on disposal of property, infrastructure, plant and equipment of \$2.9m, mostly due to unbudgeted sale of discontinued roads; and
- (c) Lower than budgeted bad and doubtful debts of \$2.0m resulting from the reduced value and number of parking infringements being issued. This has resulted in a reduction in expected doubtful debts expense.

Capital Adjustments Running Table March 2021 (Attachment 2)

9. The capital works program is subject to regular adjustments by Executive in response to various issues including variations to current projects, substitution in response to changing priorities and urgent new works being identified, and additional external funding obtained for particular projects. Attachment 2 (Capital Works Program Adjustments– March 2021 Q3) identifies all capital works budget adjustments, and the reasons for these adjustments, which have been made so far, this financial year.

Options

10. No options

Community and stakeholder engagement

11. No external consultation was required.

Policy analysis

Alignment to Council Plan

12. No implications

Climate emergency and sustainability implications

13. No implications

Community and social implications

14. No implications

Economic development implications

15. No implications

Human rights and gender equality implications

16. No implications

Operational analysis

Financial and resource impacts

17. As at 31 March 2021, from a forecast year-end position, Council is anticipating a full year operating deficit of \$10.4m.

Legal Implications

18. No implications



## Conclusion

19. As at 31 March 2021, from a forecast year-end position, Council is anticipating a full year operating deficit of \$10.4m.

## RECOMMENDATION

1. That Council note the March 2021 Finance Report.

## Attachments

- 1 [↓](#) Finance Report - March 2021
- 2 [↓](#) Capital Adjustments Running Table -March 2021

**Attachment 1 - Finance Report - March 2021**



**Finance Report**  
**for the period**  
**1 July 2020 to 31 March 2021**

# Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Dashboard										
Income Statement	19/20 YTD Actuals	March Budget	March Actual	March Variance Fav(Unfav)	YTD Budget	YTD Actuals	YTD Variance Fav(Unfav)	Full Year Adopted Budget	Full Year Forecast	Variance to Full Year Budget Fav(Unfav)
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue from ordinary activities										
Rates and charges	112,150	(9)	194	203	115,646	116,115	469	115,869	116,369	500
Statutory fees and fines	25,072	1,885	2,862	977	19,101	12,368	(6,733)	25,454	17,004	(8,450)
User Fees	24,334	3,292	3,145	(147)	19,197	16,089	(3,108)	25,427	20,928	(4,499)
Reimbursements	827	40	92	52	721	708	(13)	1,074	1,035	(39)
Grants - Operating	9,520	619	1,480	861	9,594	14,334	4,740	14,399	18,836	4,437
Grants - Capital	1,707	-	1,445	1,445	947	2,741	1,794	4,169	3,099	(1,070)
Contributions - OSR	6,021	563	569	6	2,813	3,195	382	4,500	4,500	-
Contributions - Other monetary	473	23	101	78	267	550	283	1,156	1,311	155
Net gain/(loss) on disposal	2,099	(88)	-	88	248	3,080	2,832	160	3,080	2,920
Other Income	1,877	87	70	(17)	678	601	(77)	1,204	1,056	(148)
<b>Total Revenue</b>	<b>184,080</b>	<b>6,412</b>	<b>9,958</b>	<b>3,546</b>	<b>169,212</b>	<b>169,781</b>	<b>569</b>	<b>193,412</b>	<b>187,218</b>	<b>(6,194)</b>
Expenses from ordinary activities										
Employee Costs	65,394	10,318	10,761	(443)	69,371	69,880	(509)	90,028	92,649	(2,621)
Materials and services	48,022	6,008	4,556	1,452	54,030	46,687	7,343	75,039	74,396	643
Bad and doubtful debts	3,552	417	612	(195)	3,750	2,431	1,319	5,000	3,000	2,000
Depreciation	17,000	1,983	1,945	38	17,850	17,249	601	23,800	23,800	-
Amortisation - right of use assets	701	73	99	(26)	660	840	(180)	880	1,148	(268)
Borrowing costs	1,452	153	158	(5)	1,398	1,409	(11)	1,867	1,867	-
Interest Expenses - Leases	127	10	14	(4)	89	125	(36)	118	163	(45)
Other Expenses	372	78	73	5	392	342	50	624	629	(5)
<b>Total Expenses</b>	<b>136,620</b>	<b>19,040</b>	<b>18,218</b>	<b>822</b>	<b>147,540</b>	<b>138,963</b>	<b>8,577</b>	<b>197,356</b>	<b>197,652</b>	<b>(296)</b>
<b>Net Result</b>	<b>47,460</b>	<b>(12,628)</b>	<b>(8,260)</b>	<b>4,368</b>	<b>21,672</b>	<b>30,818</b>	<b>9,146</b>	<b>(3,944)</b>	<b>(10,434)</b>	<b>(6,490)</b>

VAGO Ranges for Liquidity				
Cash Position	Full year Budget Target	Current period Result	Forecast result	Low Risk Medium Risk High Risk
Liquidity Ratio	2.68	3.37	2.68	> 1 0.75 - 1 < 0.75

Greater detail is included in the VAGO Indicators section on page 14

EFT	Full year Budget	Current period Result *	Vacant Positions	Comments
Establishment	866	966	127	36 of the vacant positions relate to new Working for Victoria roles

\*Includes vacant positions  
Greater detail is included in the EFT section on page 10

Transfers to/from the Open Space Reserve	Balance as at \$'000	Current period \$'000	Movement \$'000	Comments
Open Space Reserve	14,766	17,342	2,576	Movement in contributions received less expenditure YTD for 2020/21.

Greater detail is included in the Open Space Reserves section on page 12

Borrowings	Balance as at 30/06/2020 \$m	Current period balance \$m	Movement Inc/(Dec) \$m	Comments
Total Borrowings	42.5	41.5	-0.9	Principal repayment of \$0.9M YTD

Greater detail is included in the Borrowings section on page 13

Income Statement by Division	19/20 YTD Actuals	March Budget	March Actual	March Variance Fav(Unfav)	YTD Budget	YTD Actuals	YTD Variance Fav(Unfav)	Full Year Adopted Budget	Full Year Forecast	Variance to Full Year Budget Fav(Unfav)
Chief Executive Revenue	893	13	760	747	764	2,850	2,095	1,940	4,323	2,333
Chief Executive Expense	8,646	1,231	1,657	(426)	10,270	11,394	(1,124)	13,205	17,033	(3,828)
Net (Exp)/Rev	(7,753)	(1,218)	(897)	321	(9,506)	(8,535)	971	(11,265)	(12,710)	(1,445)
Corporate, Business and Finance Revenue	146,798	3,159	3,957	798	138,852	135,623	(3,229)	151,546	143,002	(8,544)
Corporate, Business and Finance Expense	43,180	5,494	5,143	351	47,007	42,846	4,161	66,114	59,932	6,182
Net (Exp)/Rev	103,618	(2,335)	(1,186)	1,149	91,845	92,777	932	85,432	83,070	(2,362)
Planning and Place Making Revenue	9,968	754	851	97	5,140	6,609	1,469	8,431	8,616	185
Planning and Place Making Expense	11,407	1,757	1,672	85	12,358	13,098	(740)	16,524	18,211	(1,687)
Net (Exp)/Rev	(1,439)	(1,003)	(821)	182	(7,218)	(6,489)	729	(8,093)	(9,595)	(1,502)
Community Wellbeing Revenue	12,237	1,110	1,264	154	11,782	12,721	939	15,226	15,246	20
Community Wellbeing Expense	28,952	4,275	4,081	194	30,112	26,032	4,080	39,665	38,897	768
Net (Exp)/Rev	(16,715)	(3,165)	(2,817)	348	(18,330)	(13,311)	5,019	(24,439)	(23,651)	788
City Works and Assets Revenue	14,182	1,376	3,126	1,750	12,673	11,969	(704)	16,269	16,031	(238)
City Works and Assets Expense	44,435	6,283	5,664	619	47,793	45,593	2,200	61,849	63,579	(1,730)
Net (Exp)/Rev	(30,253)	(4,907)	(2,538)	2,369	(35,120)	(33,624)	1,496	(45,580)	(47,548)	(1,968)
<b>Total Net (Exp)/Rev</b>	<b>47,459</b>	<b>(12,628)</b>	<b>(8,260)</b>	<b>4,368</b>	<b>21,671</b>	<b>30,816</b>	<b>9,145</b>	<b>(3,944)</b>	<b>(10,434)</b>	<b>(6,490)</b>

Legend:

- >= 50,000 Unfavourable variance
- >= 50,000 Favourable variance
- No highlight indicates that the item is within tolerance

Debtors	Balance as at 30/06/2020 \$'000	Current period balance \$'000	Movement Inc/(Dec) \$'000	Comments
Total Debtors	21,621	57,613	35,992	Debtors have increased due to the raising of 2020/21 Rates and FSL. Balance will progressively reduce throughout the year and convert to cash as rate installments are paid.

Greater detail is included in the Debtors section on page 10-11

# Attachment 1 - Finance Report - March 2021

<b>YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Income Statement by Revenue and Expenditure with Variance Commentary</b>										
Income Statement	19/20 YTD Actuals	YTD Budget	YTD Actuals	YTD Variance Fav/(Unfav)	YTD Variance Fav/(Unfav)	Full Year Adopted Budget	Full Year Forecast	Variance to Full Year Budget Fav/(Unfav)	Forecast variance Fav/(Unfav)	Variance Comments (including variance comments for forecast changes)
	\$'000	\$'000	\$'000	\$'000	%	\$'000	\$'000	\$'000	%	
<b>Revenue from ordinary activities</b>										
Rates and charges	112,150	115,646	116,115	469	0.4%	115,869	116,369	500	0.4%	YTD favourable variance to budget due to supplementary valuation income exceeding budget.
Statutory fees and fines	25,072	19,101	12,368	(6,733)	-35.2%	25,454	17,004	(8,450)	-33.2%	YTD unfavourable variance to budget due to a decline in parking activity as a result of the COVID-19 pandemic. There has been lower income received for parking metres and a reduction in the number of infringements issued. Full year forecast expected to finish under budget as a result.
User Fees	24,334	19,197	16,089	(3,108)	-16.2%	25,427	20,928	(4,499)	-17.7%	YTD unfavourable variance to budget mostly attributable to the impact of reduced fee income from leisure (including Burnley Golf Course) and childcare which is a result of mandatory facility closures in response to the COVID-19 pandemic and reduced operating capacity upon reopening. Footpath trading permits and health & food registrations are also down due a support package that has been offered to businesses. Full year forecast expected to finish under budget as a result.
Reimbursements	827	721	708	(13)	-1.8%	1,074	1,035	(39)	-3.6%	
Grants - Operating	9,520	9,594	14,334	4,740	49.4%	14,399	18,836	4,437	30.8%	YTD favourable variance to budget mostly due to unbudgeted grants for Working for Victoria, outdoor dining, kindergarten support activities and the glass bin rollout. Full year forecast expected to exceed budget as a result.
Grants - Capital	1,707	947	2,741	1,794	189.4%	4,169	3,099	(1,070)	-25.7%	YTD favourable variance to budget is due to unbudgeted grant received for LRCI Program (Phase 2), Victoria Street Public Safety Infrastructure and Ramsden Reserve Stormwater Harvesting. Forecast unfavourable due to the adjustment of two grants that were received last financial year.
Contributions - OSR	6,021	2,813	3,195	382	13.6%	4,500	4,500	-	0.0%	YTD favourable variance to budget is due to open space development contributions being ahead of budget. This is determined by the progress completion of individual developments and funds are committed to be spent on eligible open space projects.
Contributions - Other monetary	473	267	550	283	106.0%	1,156	1,311	155	13.4%	YTD favourable variance to budget relates to unbudgeted contributions received for street tree planting and maintenance works.
Net gain/(loss) on disposal	2,099	248	3,080	2,832	1141.9%	160	3,080	2,920	1825.0%	YTD favourable variance due to unbudgeted sale of discontinued roads.
Other Income	1,877	678	601	(77)	-11.4%	1,204	1,056	(148)	-12.3%	Forecast reduction is primarily due to a reduction in Strategic Planning - Amendment Fee income
<b>Total Revenue</b>	<b>184,080</b>	<b>169,212</b>	<b>169,781</b>	<b>569</b>	<b>0.3%</b>	<b>193,412</b>	<b>187,218</b>	<b>(6,194)</b>	<b>-3.2%</b>	
<b>Expenses from ordinary activities</b>										
Employee Costs	65,394	69,371	69,880	(509)	-0.7%	90,028	92,649	(2,621)	-2.9%	YTD variance to budget relates to an increase in leave provisions due to leave taken being below budgeted levels and the Working for Victoria project, this is largely offset by vacant positions across the organisation due to the impact of facility closures. The forecast was increased to reflect the Working for Victoria project which is offset by operating grant income.
Materials and services	48,022	54,030	46,687	7,343	13.6%	75,039	74,396	643	0.9%	YTD favourable variance to budget is mainly due to delays in the timing of contract payments; legal and consulting works expected to incurred later than budget. This variance is likely to reduce throughout the course of the year as these costs are incurred. There are some savings in court fees due to the reduction in the number of parking infringements being sent to Fines Vic this is reflected in the forecast.
Bad and doubtful debts	3,552	3,750	2,431	1,319	35.2%	5,000	3,000	2,000	40.0%	YTD favourable variance to budget is due to the impact of the COVID-19 pandemic on the volume and collectability of parking infringements being issued. This has resulted in a reduction in expected doubtful debts expense. Full year forecast expected to finish under budget as a result.
Depreciation	17,000	17,850	17,249	601	3.4%	23,800	23,800	-	0.0%	YTD favourable variance to budget driven by a reduction in the fair value of depreciable assets that occurred at June 2020. As a result, the depreciable asset base for 2020/21 is lower than budgeted, resulting in lower than anticipated depreciation expense.
Amortisation - right of use assets	701	660	840	(180)	-27.3%	880	1,148	(268)	-30.5%	YTD unfavourable variance to budget due to amortisation expenses being ahead of budget.
Borrowing costs	1,452	1,398	1,409	(11)	-0.8%	1,867	1,867	-	0.0%	
Interest Exp - Leases	127	89	125	(36)	-40.4%	118	163	(45)	-38.1%	
Other Expenses	372	392	342	50	12.8%	624	629	(5)	-0.8%	YTD favourable variance in audit fees will be spent later than anticipated.
<b>Total Expenses</b>	<b>136,620</b>	<b>147,540</b>	<b>138,963</b>	<b>8,577</b>	<b>5.8%</b>	<b>197,356</b>	<b>197,652</b>	<b>296</b>	<b>0.1%</b>	
<b>Net Result</b>	<b>47,460</b>	<b>21,672</b>	<b>30,818</b>	<b>9,146</b>	<b>42.2%</b>	<b>(3,944)</b>	<b>(10,434)</b>	<b>(6,490)</b>	<b>164.6%</b>	

**Legend:**  
> (50,000) Unfavourable variance  
>= 50,000 Favourable variance  
 No highlight indicates that the item is within tolerance

# Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 EFT				
Directorate	Full Year Adopted Budget	Current period balance	Movement EFT(Units)	Commentary
<b>CEO Division</b>				
Permanent	49.5	58.1	(8.6)	Movement due additional approved EFT in the Communications team to support Council's COVID-19 response and several priority projects. Also, an increase in EFT resulting from the People and Culture restructure and redeployment of the Project Support Officer - Aboriginal Partnerships from Temporary to Permanent.
Temporary	6.0	13.7	(7.7)	Movement largely due to a new Communications Advisor, a new Project Support Officer, a Business Analyst, 3 Critical Response and Recovery Team positions, 7 new Working for Victoria positions; partially offset by the redeployment of the Project Support Officer - Aboriginal Partnerships from Temporary to Permanent, and end of contract for a HR Advisor. CRRT team is returning back to their substantive roles (-1.6EFT)
Casual	3.0	0.1	2.9	Human Resources consultant role has decreased by -1 EFT and funds repurposed to OHS management system.
	58.5	71.9	(13.4)	
<b>Corporate, Business &amp; Financial Services</b>				
Permanent	168.5	164.0	4.5	Movement due to the payroll team moving to the Human Resources team as part of the People and Culture restructure offset by a new Internal Control and Compliance Officer and the reinstatement of the Manager Financial Services within the Finance team.
Temporary	-	10.0	(10.0)	Movement due to a new Project Manager ICT, a new Project Manager Community Vision, a new Construction Enforcement Officer, a new Business Support and Projects Officer, a Compliance and Planning Administration Officer, and 5 new Working for Victoria positions.
Casual	11.3	11.3	(0.0)	
	179.8	185.3	(5.5)	
<b>Community Wellbeing</b>				
Permanent	262.6	278.9	(16.3)	Movement due to realignment of the community partnerships branch into Community wellbeing resulting from the People and Culture restructure, offset by 3 new unbudgeted positions in Sept (combined EFT of 2.1), and the return of the Customer Experience Officer to their substantive role (-1 EFT).
Temporary	3.3	35.1	(31.8)	Movement due to a new Senior Events Permits Officer, a new Youth Development Officer - LPP Program, a Team Leader - Richmond Youth Hub, and 33 new Working for Victoria Positions, which were partially offset by end of contract for 6 positions.
Casual	23.8	20.0	3.8	Movement largely due to the reduction in the number of Venues and Events Officer, as well as the redeployment of the Linkages Case Manager from casual to permanent.
	289.7	334.1	(44.4)	
<b>City Works &amp; Assets</b>				
Permanent	213.8	220.0	(6.2)	Movement largely due to a number of new positions, including an Asset Management Strategic Lead, 2 Multi-Purpose Officers, an Asset Drainage Engineer, Recreation and Leisure Projects Officer, 2 Civil Construction Worker/Operators, and a Coordinator Infrastructure Delivery; redeployment of a number of Lifeguard's from casual and temporary to permanent; which were partially offset by reductions in a number of administration and customer service roles.
Temporary	0.6	23.0	(22.4)	Movement largely due to a number of new positions, including a Urban Agriculture Facilitator, a Senior Project Manager - Infrastructure Delivery, a Graduate Engineer, a Supervisor - Cleaning, Graffiti and Disinfecting, and 19 Multi-Purpose Officers - Cleaning, Graffiti and Disinfecting, which were partially offset by the redeployment of a Lifeguard from temporary to permanent.
Casual	32.2	31.1	1.1	Movement largely due to the redeployment and reduction of Lifeguards which was partially offset by the employment of a number of Group Fitness Instructors who were previously contractors.
	246.6	274.1	(27.5)	
<b>Planning &amp; Placemaking</b>				
Permanent	87.8	91.6	(3.8)	Movement largely due to several new positions, including a Project Officer - Systems & Continuous Improvement, a Technical Building Officer - Pools & Spa, a Strategic Planner, and the redeployment of the Principal Statutory Planner from temporary to permanent.
Temporary	3.0	7.8	(4.8)	Movement largely due to several new positions, including a new Sustainability Officer, an Economic Development Specialist Officer - North Richmond Precinct, and 6 Working for Victoria positions (3.8 EFT); which were partially offset by the redeployment of the Principal Statutory Planner from temporary to permanent.
Casual	0.6	0.8	(0.2)	
	91.4	100.2	(8.8)	
<b>Total Permanent</b>	<b>782.2</b>	<b>812.6</b>	<b>(30.4)</b>	
<b>Total Temporary</b>	<b>12.9</b>	<b>89.6</b>	<b>(76.7)</b>	
<b>Total Casual</b>	<b>79.9</b>	<b>63.4</b>	<b>16.5</b>	
<b>Total EFT</b>	<b>866.0</b>	<b>965.6</b>	<b>(99.6)</b>	68.76 relates to Working for Victoria



## Attachment 1 - Finance Report - March 2021

**YARRA CITY COUNCIL  
FINANCIAL REPORT  
1 July 2020 to 31 March 2021  
Debtors**

Rate Debtors Aging (years)	<1 \$'000	1 \$'000	2 \$'000	3+ \$'000	Total \$'000
Commercial	7,048	615	93	63	7,819
FSL - Commercial	1,991	155	21	16	2,182
Industrial	23,804	2,120	737	1,023	27,685
FSL - Industrial	1	32	12	20	65
Residential	43	3	0	0	47
FSL - Residential	(29)	3	0	1	(24)
FSL - Public Benefit	2,399	219	31	22	2,670
FSL - Vacant	926	29	31	21	1,007
FSL - Interest	2,023	170	59	67	2,319
Legal Fees	16	1	4	0	21
Bridge Road Special Charge	17	2	0	1	20
Garbage & Other	9	28	10	8	56
<b>Sub Total</b>	<b>37,842</b>	<b>3,378</b>	<b>999</b>	<b>1,147</b>	<b>43,366</b>

Parking Debtors	Balance as at 30/06/2020 \$'000	Current period balance \$'000	Movement Inc/(Dec) \$'000	Comments
	3,809	2,738	(1,071)	Movement in additional parking infringement debtors raised less payments received and debt provision.

**Parking Debtors Aging**

Aging (days)	Total	Current	30	60	90+
	2,738	997	494	317	930

General/Sundry Debtors	Balance as at 30/06/2020 \$'000	Current period balance \$'000	Movement Inc/(Dec) \$'000	Comments
	2,144	3,807	1,664	Movement in additional debtors raised less payments received. No adjustment to debt provision at this time.

**General/Sundry Debtors Aging**

Aging (days)	Total \$'000	Current \$'000	30 \$'000	60 \$'000	90+ \$'000
Sundry Debtors (3250 / 3270)	4,829	1,061	75	130	3,563
Provision for Doubtful Debt (3252)	(1,021)	(1,021)	-	-	-
RAMs Debtors (3256) - Property development applications	798	230	44	7	516
Animal Debtors (3257)	372	371	1	-	(0)
PLUS Debtors (3258) - Misc. permits for advertising and footpath occupation	474	473	1	-	0
Local Laws Debtors (3259)	103	4	6	-	93
Salary Sacrifice (3264)	1,732	1,732	-	-	-
Fines and Costs (3265)	-	-	-	-	-
BAGS Control Debtors (3271) - Asset Protection applications	1,487	78	84	(197)	1,521
MCC Superannuation (3222)	-	-	-	-	-
GST Clearing (3249 / 3255)	2,259	2,259	-	-	-
WorkCover Wages / Receipts (3230 / 3232) - WorkCover wages claims	53	53	-	-	-
Perin Cheques - Parking (3273)	427	427	-	-	-
<b>S/Total</b>	<b>11,512</b>	<b>5,667</b>	<b>211</b>	<b>60</b>	<b>5,693</b>

## Attachment 1 - Finance Report - March 2021

**YARRA CITY COUNCIL  
FINANCIAL REPORT  
1 July 2020 to 31 March 2021  
Open Space Reserve**

Council receives contributions specifically for Open Space as part of development permits. This reserve is then expended on eligible open space projects. Contributions are received into Council's income statement first, as they are required to be recognised as revenue before being transferred into the reserve.

Open Space Reserve Account	Amount \$'000
Opening Balance as at 30 June 2020	14,766

Funds Received (Transfers to Reserve)	Amount \$'000
72 Regent St Richmond	45
302 Mary St Richmond	158
88-92 Alexandra Pde Clifton Hill	81
117-119 Heidelberg Rd Clifton Hill	135
50 Gough St Cremorne	1,575
231 Napier St Fitzroy	135
1-3 Gipps St Richmond	81
293 Church St Richmond	225
316-322 Johnson St Abbotsford	191
<b>Total</b>	<b>2,626</b>

Projects (transfers from Reserve)	Amount \$'000
King William St	28
Citizens Park	22
<b>Total</b>	<b>50</b>

Open Space Reserve Account	Amount \$'000
Closing balance as at March	17,342

## Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Borrowings								
Amount \$m	Lender	Type	Term years	Maturity Date	Balance as at 30/06/2020 \$m	Current period balance \$m	Movement Inc/(Dec)	Comments
\$32.5M	NAB	Interest only	7	2021	32.5	32.5	-	Interest only
\$13.5M	CBA	P&I	10	2027	10.0	9.0	(0.9)	YTD repayments made (approx \$300k per quarter)
					<b>42.5</b>	<b>41.5</b>	<b>(0.9)</b>	

# Attachment 1 - Finance Report - March 2021

## YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Financial Sustainability Indicators

VAGO Indicators			VAGO Ranges			Commentary
Indicator/Description	Formula	Current Period Result	Low Risk	Medium Risk	High Risk	
Net Result (%)	Net Result / Total Revenue	18%	> 0%	-10% - 0%	< -10%	It should be noted that all Financial sustainability indicators are intended to be measured on an annual basis to ensure an accurate picture is presented. YTD result ahead of budget due to the annual rates being raised in Aug 20. Final result expected to be in line with budget which is medium risk.
A positive result indicates a surplus, and the larger the percentage, the stronger the result. A negative result indicates a deficit. Operating deficits cannot be sustained in the long term. The net result and total revenue are obtained from the comprehensive operating statement.						
Liquidity (ratio)	Current assets / Current liabilities	3.37	> 1.0	0.75 - 1.0	< 0.75	YTD result ahead of budget due to the annual rates being raised in Aug 20. Final result expected to be in line with budget placing Council in the Low Risk range.
This measures the ability to pay existing liabilities in the next 12 months. A ratio of one or more means there are more cash and liquid assets than short-term liabilities.						
Internal financing (%)	Net operating cash flow / Net capital expenditure	83%	> 100%	75% - 100%	< 75%	YTD result worse than budget as the net operating cash flow is lower than budget due to COVID impacts. Final result expected to stay in the medium to high risk range.
This measures the ability of Council to finance capital works from generated cash flow. The higher the percentage, the greater the ability for Council to finance capital works from their own funds. Net operating cash flow and net capital expenditure are obtained from the cash flow statement.						
Indebtedness (%)	Non-current liabilities / own-sourced revenue	30%	< 40%	40% - 60%	> 60%	YTD result slightly worse than budget due to COVID impact, but still in the low risk range. Final result expected to stay in the low risk range.
Comparison of non-current liabilities (mainly comprising borrowings) to own-sourced revenue. The higher the percentage, the less Council is able to cover non-current liabilities from the revenues Council generates itself. Own-sourced revenue is used, rather than total revenue, because it does not include grants or contributions.						
Capital replacement (ratio)	Cash outflows for property, plant and equipment / Depreciation	0.9	>1.5	1.0 - 1.5	< 1.0	YTD result worse than budget but full year result expected to improve as capital spend is expected to pick up in the next few months. Low Risk range expected.
Comparison of the rate of spending on infrastructure with depreciation. Ratios higher than 1:1 indicate that spending is faster than the depreciation rate. This is a long-term indicator, as capital expenditure can be deferred in the short term if there are insufficient funds available from operations, and borrowing is not an option. Cash outflows for infrastructure are taken from the cash flow statement. Depreciation is taken from the comprehensive operating statement.						
Renewal gap (ratio)	Renewal and upgrade expenditure/ Depreciation	0.6	>1.0	0.5 - 1.0	<0.5	YTD result worse than budget but full year result expected to improve as capital spend is expected to pick up in the next few months. Low Risk range expected.
Comparison of the rate of spending on existing assets through renewing, restoring, and replacing existing assets with depreciation. Ratios higher than 1.0 indicate that spending on existing assets is faster than the depreciation rate. Similar to the investment gap, this is a long-term indicator, as capital expenditure can be deferred in the short term if there are insufficient funds available from operations, and borrowing is not an option. Renewal and upgrade expenditure are taken from the statement of capital works. Depreciation is taken from the comprehensive operating statement.						

Local Government Performance Reporting Framework Indicators				
Indicator/Description	Measure	2019-20 Result	Current Period Result	Variance
<b>Liquidity</b>				
L1	Current assets compared to current liabilities	233.6%	337.1%	44.3%
L2	Unrestricted cash compared to current liabilities	84.1%	64.3%	-23.6%
<b>Obligations</b>				
O1	Asset renewal as a % of depreciation	121.0%	64%	-46.8%
O2	Loans and borrowings as a % of rates	37.9%	35.8%	-5.5%
O3	Loans and borrowings repayments as a % of rates	2.8%	1.4%	-48.5%
O4	Non-current liabilities as a % of own source revenue	23.8%	29.8%	25.3%
<b>Operating Position</b>				
OP1	Adjusted underlying surplus (or deficit) as a % of underlying revenue	-1.0%	9.0%	-1000.0%

Commentary
YTD result higher than budget due to Rates being raised in Aug-20. Full year result expected to be largely in line with budget.
YTD result largely in line with budget and no significant change is expected at the full year result.
YTD result impacted by timing in Capital spend. Full year result expected to be in line with budget.
YTD result impacted by timing of revenues from operations. Full year result expected to be in line with budget.
YTD result higher than budget due to timing of Rates being raised in Aug-20. Full year result expected to be in line with budget.

# Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Capital Works Program with Variance Commentary												
Adopted Budget Classification	Full Year Adopted Budget	Full year Adjusted Budget	YTD Adjusted Budget	YTD Actuals	YTD Variance Fav/(Unfav)	YTD Variance Fav/(Unfav)	Full year forecast	Variance to Full Year Adjusted Budget Fav/(Unfav)	Forecast variance Fav/(Unfav)	Carry Over	Deferred	Variance Analysis/Comments (including explanation of budget movements)
	\$'000	\$'000	\$'000	\$'000	\$'000	%	\$'000	\$'000	%	\$'000	\$'000	
Property												
												YTD variance in buildings projects is due to the unavailability of contractors to undertake works and restrictions on the number of workers allowed on-site. The availability of materials has also been restricted due to COVID-19. Approximately \$4.8m is expected to be carried over.
Buildings	12,179	12,408	6,862	3,131	3,731	54.4%	12,337	71	0.6%	4,793	-	
Total buildings	12,179	12,408	6,862	3,131	3,731	54.4%	12,337	71	0.6%	4,793	-	
Total property	12,179	12,408	6,862	3,131	3,731	54.4%	12,337	71	0.6%	4,793	-	
Plant and equipment												
												YTD variance due to the delayed delivery of electric trucks & passenger cars. The trucks and vehicles need to be imported and have been affected by delays associated with COVID 19.
Plant, Machinery and Equipment	2,179	2,179	1,774	370	1,404	79.1%	2,179	-	0.0%	-	-	
												YTD variance largely due to the delay in procuring new GIS software. Council has only recently awarded the GIS contract. There are also some delays in delivering I.S. Network infrastructure projects.
Computers & Telecommunications	2,738	2,987	1,716	951	766	44.6%	2,987	-	0.0%	-	-	
Total plant and equipment	4,917	5,166	3,490	1,321	2,170	62.2%	5,166	-	0.0%	-	-	
Infrastructure												
												YTD variance in roads projects was due to the unavailability of contractors to undertake works and restrictions on the number of workers allowed on-site. The availability of materials has also been restricted due to COVID-19. Main delays have been in delivering drainage related projects.
Roads	9,709	10,349	7,268	4,632	2,637	36.3%	10,063	287	2.8%	-	-	
Bridges	110	110	110	74	36	33.0%	120	(10)	-9.2%	-	-	
Lanes	816	816	741	493	248	33.4%	757	59	7.3%	-	-	
												Program is well advanced and projects are nearing completion. The delays were due to inability to source materials due COVID-19 restrictions.
Transport	1,500	1,500	1,224	317	907	74.1%	1,500	-	0.0%	621	-	
Waste Management	75	75	75	23	52	68.9%	75	-	0.0%	-	-	
												YTD variance due to the impact of COVID 19. This has resulted in delays in the ability to undertake consultation processes hence the program is falling behind. Projects like the Burnley Golf course needs further consultation and instruction from Council. These delays will probably translate to approximately \$3.5m worth in carry over projects.
Parks, Open Space And Streetscapes	6,767	6,897	3,617	909	2,709	74.9%	6,895	2	0.0%	3,543	-	
Street Furniture	255	255	25	10	15	60.3%	255	-	0.0%	-	-	
Retail Strips	-	-	-	-	-	0.0%	-	-	0.0%	-	-	
Priority Projects	644	589	154	34	120	78.2%	590	(1)	-0.1%	228	-	
												The favourable variance is due to the delay in procuring new ticket machines.
Library Resources	640	650	532	423	109	20.5%	650	0	0.0%	-	-	
Total infrastructure	20,516	21,241	13,746	6,914	6,832	49.7%	20,904	337	0.8%	4,392	-	
Total capital works expenditure	37,611	38,816	24,098	11,366	12,732	52.8%	38,408	408	1.1%	9,185	-	

Note: Full year adopted budget figure of \$30.543M has been adjusted to incorporate unspent carry over funds of \$7.067M from the 2019/20 Capital Works program.



## Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021										
For Period 09 - March										
	19/20 CL Actuals YTD \$'000	March Actual \$'000	March Budget \$'000	March Variance Fav/(Unfav) \$'000	20/21 CL Actuals YTD \$'000	20/21 CL Bud YTD \$'000	Actuals vs Budget YTD Variance \$'000	20/21 CL Bud Adopted Full Year \$'000	Current Forecast Full Year \$'000	Budget vs Forecast Full Year Variance \$'000
<b>Revenue from ordinary activities</b>										
Rates and charges	112,150	194	(9)	203	116,115	115,646	469	115,869	116,369	500
Statutory fees and fines	25,072	2,862	1,885	977	12,368	19,101	(6,733)	25,454	17,004	(8,450)
User Fees	24,334	3,145	3,292	(147)	16,089	19,197	(3,108)	25,427	20,928	(4,499)
Reimbursements	827	92	40	52	708	721	(13)	1,074	1,035	(39)
Grants - Operating	9,520	1,480	619	861	14,334	9,594	4,740	14,399	18,836	4,962
Grants - Capital	1,707	1,445	0	1,445	2,741	947	1,794	4,169	3,099	(1,070)
Contributions - OSR	6,021	569	563	6	3,195	2,813	382	4,500	3,080	(1,420)
Contributions - Other monetary	473	101	23	78	550	267	283	1,156	1,056	(100)
Net gain/(loss) on disposal of property, infrastructure, I	2,099	0	(88)	88	3,080	248	2,832	160	4,500	4,340
Other Income	1,877	70	87	(17)	601	678	(77)	1,204	1,311	107
	184,080	9,958	6,412	3,546	169,781	169,212	569	193,412	187,218	(5,669)
<b>Expenses from ordinary activities</b>										
Employee Costs	65,394	10,761	10,318	(443)	69,880	69,371	(509)	90,028	92,649	(2,385)
Materials and services	48,022	4,556	6,008	1,452	46,687	54,030	7,343	75,039	74,396	903
Bad and doubtful debts	3,552	612	417	(195)	2,431	3,750	1,319	5,000	3,000	2,000
Depreciation	17,000	1,945	1,983	38	17,249	17,850	601	23,800	23,800	0
Amortisation - right of use assets	701	99	73	(26)	840	660	(180)	880	1,148	268
Borrowing costs	1,452	158	153	(5)	1,409	1,398	(11)	1,867	1,867	0
Interest Exp - Leases	127	14	10	(4)	125	89	(36)	118	163	45
Other Expenses	372	73	78	5	342	392	50	624	629	5
	136,620	18,218	19,040	822	138,963	147,540	8,577	197,356	197,651	201
	47,460	(8,260)	(12,628)	4,368	30,818	21,672	9,146	(3,944)	(10,433)	(5,468)

## Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Balance sheet				
	Balance as at 30/06/2020 \$'000	Balance as at period end \$'000	Movement Inc/(Dec) \$'000	Comments
<b>ASSETS</b>				
<b>Current Assets</b>				
Cash and cash equivalents	94,738	90,367	(4,371)	Cash reduction due to creditor payments for the year combined with reduction in receipts as a result of COVID-19.
Receivables - Rates	9,826	43,363	33,537	Rates for 2020/21 were raised in August 2020. Receivable reduces with each payment instalment received. Balance expected to significantly reduce by 30 June 2021.
Receivables - Parking	3,809	2,738	(1,071)	Jul 20 - Feb 21 infringement debtors raised less payments and debt provision.
Receivables - Other	7,986	11,512	3,526	The movement mainly relates to additional sundry invoices raised that yet to be paid.
Accrued income	15	14	(1)	Accrued income relates to interest income that will be received in cash when term deposits mature.
Prepayments	1,080	771	(309)	Prepayments have been raised as at February 2021. This balance is expected to increase again as at 30 June 2021 for year end statutory adjustments.
Inventories	166	166	-	
Assets Held for Resale	-	-	-	
<b>Total Current Assets</b>	<b>117,620</b>	<b>148,931</b>	<b>31,311</b>	
<b>Non-Current Assets</b>				
Non-current receivables	-	-	-	
Financial assets	5	5	-	
Property, infrastructure, plant and equipment	1,930,850	1,924,922	(5,928)	Movement due to work in progress less depreciation expense for PIPE YTD.
Right-of-use assets	2,307	2,693	386	Movement due to additional right of use assets less YTD depreciation expense.
<b>Total Non-Current Assets</b>	<b>1,933,162</b>	<b>1,927,620</b>	<b>(5,542)</b>	
<b>TOTAL ASSETS</b>	<b>2,050,782</b>	<b>2,076,551</b>	<b>25,769</b>	
<b>LIABILITIES</b>				
<b>Current Liabilities</b>				
Payables	11,782	1,413	(10,369)	Payments have been made which reduce the payables owing amount. This will vary during the financial year.
Fire Services Levy	5,461	10,342	4,881	Raised at the same time as Rates for the financial year. Payments made quarterly to the SRO which will reduce the liability.
Trust funds	6,528	6,816	288	The movement is mainly due to holding trusts and bonds.
Accrued Expenses	6,252	5,517	(735)	Accruals raised for expenditure not yet paid. This will vary during the financial year. Accruals mainly include contract payments and utilities.
Income in advance	2,678	1,947	(731)	Movement mainly due to a reduction in prepaid user fee income due to COVID-19.
Employee benefits	15,520	17,506	1,986	Increase in employee benefits liability due to less leave being taken during COVID-19.
Interest-bearing liabilities	1,270	323	(947)	Reduction in the loan due to the repayment of the loan principal.
Lease liabilities	851	313	(538)	Reduction in lease liabilities as a result of lease payments being made.
<b>Total Current Liabilities</b>	<b>50,342</b>	<b>44,177</b>	<b>(6,165)</b>	
<b>Non-Current Liabilities</b>				
Non-current employee benefits	1,269	1,411	142	Increase in non-current employee benefits liability due to less leave being taken during COVID-19.
Non-current interest bearing liabilities	41,203	41,203	-	
Non-current lease liabilities	1,539	2,512	973	Increase in lease liability due to addition of new lease.
Non-current Trust Liability	374	374	-	
<b>Total Non-Current Liabilities</b>	<b>44,385</b>	<b>45,500</b>	<b>1,115</b>	
<b>TOTAL LIABILITIES</b>	<b>94,727</b>	<b>89,677</b>	<b>(5,050)</b>	
<b>NET ASSETS</b>	<b>1,956,054</b>	<b>1,986,873</b>	<b>30,820</b>	
<b>Represented by:</b>				
Accumulated surplus	670,892	667,774	(3,118)	
Asset revaluation reserves	1,270,317	1,270,317	-	
Other reserves	14,845	17,965	3,120	Open space contributions for the year less transfers out.
Retained Earnings	-	30,819	30,819	Net result for the year YTD.
<b>EQUITY</b>	<b>1,956,054</b>	<b>1,986,875</b>	<b>30,821</b>	

## Attachment 1 - Finance Report - March 2021

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Cash Flow Statement	
	Balance as at period end \$'000
<b>Cash Flows from Operating Activities</b>	
Rates and Charges	87,054
Parking Revenue	9,705
Government Grants Received	14,074
Victoria Grants Commission	-
User Charges, Fees and Other Fines Received	18,929
Reimbursements and Contributions Received	638
Interest Revenue	295
Other Revenue	6,673
Payments to Suppliers	(54,776)
Payments to Employees	(68,973)
Net GST	(869)
<b>Net Cash Provided by Operating Activities</b>	<b>12,750</b>
<b>Cash Flows from Investing Activities</b>	
Proceeds from Sale of Property, Plant & Equipment	635
Payments for Infrastructure, Property Plant & Equipment	(16,081)
<b>Net Cash (Used in) Investing Activities</b>	<b>(15,446)</b>
<b>Cash Flows from/(used in) Financing Activities</b>	
Finance Costs	(1,161)
(Proceeds from Borrowings)/Payments Towards	(512)
<b>Net Cash (Used In) Financing Activities</b>	<b>(1,673)</b>
<b>Cash Balances</b>	
Change in Cash Held	(4,369)
Cash at beginning of year	94,738
<b>Cash at the End of the Financial Period</b>	<b>90,369</b>

# Attachment 1 - Finance Report - March 2021

<b>YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2020 to 31 March 2021 Capital Works Statement</b>											
Adopted Budget Classification	Full Year Adopted Budget	Full year Adjusted Budget	YTD Adjusted Budget	YTD Actuals	YTD Variance Fav/(Unfav)	YTD Variance Fav/(Unfav)	Full year forecast	Variance to Full Year Adjusted Budget Fav/(Unfav)	Forecast variance Fav/(Unfav)	Carry Over	Deferred
	\$'000	\$'000	\$'000	\$'000	\$'000	%	\$'000	\$'000	%	\$'000	\$'000
<b>Property</b>											
Buildings	12,179	12,408	6,862	3,131	3,731	54.4%	12,337	71	0.6%	4,793	-
<b>Total Property</b>	<b>12,179</b>	<b>12,408</b>	<b>6,862</b>	<b>3,131</b>	<b>3,731</b>	<b>54.4%</b>	<b>12,337</b>	<b>71</b>	<b>0.6%</b>	<b>4,793</b>	<b>-</b>
<b>Plant and equipment</b>											
Plant, Machinery & Equipment	2,179	2,179	1,774	370	1,404	79.1%	2,179	-	0.0%	-	-
Computers & Telecommunications	2,738	2,987	1,716	951	766	44.6%	2,987	-	0.0%	-	-
<b>Total plant and equipment</b>	<b>4,917</b>	<b>5,166</b>	<b>3,490</b>	<b>1,321</b>	<b>2,170</b>	<b>62.2%</b>	<b>5,166</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Infrastructure</b>											
Roads	9,709	10,349	7,268	4,632	2,637	36.3%	10,063	287	2.8%	-	-
Bridges	110	110	110	74	36	33.0%	120	(10)	-9.2%	-	-
Lanes	816	816	741	493	248	33.4%	757	59	7.3%	-	-
Transport	1,500	1,500	1,224	317	907	74.1%	1,500	-	0.0%	621	-
Waste Management	75	75	75	23	52	68.9%	75	-	0.0%	-	-
Parks, Open Space And Streetscapes	6,767	6,897	3,617	909	2,709	74.9%	6,895	2	0.0%	3,543	-
Street Furniture	255	255	25	10	15	60.3%	255	-	0.0%	-	-
Retail Strips	-	-	-	-	-	0.0%	-	-	0.0%	-	-
Priority Projects	644	589	154	34	120	78.2%	590	(1)	-0.1%	228	-
Library Resources	640	650	532	423	109	20.5%	650	0	0.0%	-	-
<b>Total infrastructure</b>	<b>20,516</b>	<b>21,241</b>	<b>13,746</b>	<b>6,914</b>	<b>6,832</b>	<b>49.7%</b>	<b>20,904</b>	<b>337</b>	<b>1.6%</b>	<b>4,392</b>	<b>-</b>
<b>Total capital works expenditure</b>	<b>37,611</b>	<b>38,816</b>	<b>24,098</b>	<b>11,366</b>	<b>12,732</b>	<b>52.8%</b>	<b>38,408</b>	<b>408</b>	<b>1.1%</b>	<b>9,185</b>	<b>-</b>

Note: Full year adopted budget figure of \$30.543M has been adjusted to incorporate unspent carry over funds of \$7.067M from the 2019/20 Capital Works program.

## Attachment 2 - Capital Adjustments Running Table -March 2021

Capital Adjustments Running Table -March 2021 Q3.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Unbudgeted Income \$	Change Request Type	Reason	Approval Date	2020/21 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
	2020/21 Budget Adopted Capital Works					2020/21 Budget Adopted Capital Works (incorporating changes as per budget resolution 4 August 2020)		30,543,450	
	2019/20 Capital Works Carried Forward		+7,067,440		Carry Forward	2019/20 Capital Works carried forward to 2020/21; Running total is the Baseline 2020/21 Capital Works Budget after application of budget amounts carried forward from prior budget year		37,610,890	
2852	Leisure Centre Accommodation Works	100,000	-		Scope Change	Project renamed to Leisure Centre Accommodation Works - to allow for works at all leisure centres	26/08/2020	37,610,890	-
2832	RRC Air Conditioning Works	521,000	-170,000	-	Project Split	Original budget allocation split into two separate projects; One project is for Aqua Plant works and the other is for Air-conditioning works	26/08/2020	37,440,890	-170,000
New	RRC Aqua Plant Works	0	+170,000		Project Split	Original budget allocation split into two separate projects; One project is for Aqua Plant works and the other is for Air-conditioning works	26/08/2020	37,610,890	-
New	Depot Redevelopment Project	0	+149,000	149,000	New Project	Urgent road safety works required at Burnley Street entrance plus additional works on site to improve depot operations	26/08/2020	37,759,890	+149,000
New	Ramsden Street Stormwater Harvesting	0	+351,315	263,900	New Project	Received a Grant from DELWP for stormwater harvesting other associated works at Ramsden Street Oval	26/08/2020	38,111,205	+500,315
2819	Design Works - Implementation of the Open Space Strategy	200,000	-100,000		Project Split	Partition project into two separate projects for management and reporting; project 2819 to be retitled "Otter St New Park - Design" (\$100K) and new project created for "Cambridge St Park Expansion - Design" (\$100K)	23/09/2020	38,011,205	+400,315
New	Cambridge St Park Expansion - Design	0	+100,000		Project Split	Refer note above	23/09/2020	38,111,205	+500,315
New	Alan Bain Reserve Restoration Works	0	+130,000	130,000	New Project	New project to undertake restoration works to Alan Bain reserve, fully externally funded by AusNet Services	23/09/2020	38,241,205	+630,315
New	Rae Street, Capital City Trail Priority Crossing	0	+104,000	104,000	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program for this project	28/10/2020	38,345,205	+734,315
New	Brunswick Street North, Capital City Trail Priority Crossing	0	+88,000	88,000	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program for this project	28/10/2020	38,433,205	+822,315
New	Gore St-Victoria St to Gertrude St, Fitzroy	0	+67,126	67,126	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program for this project	28/10/2020	38,500,331	+889,441
2579	Urban Design - Swan Street Activity Centre	65,000	-65,000		Saving	Original scope of streetscape works (\$65K carried forward from 2019/20) is not required due to completion of some works in 2019/20 as part of another Council project, and other works being unable to proceed due to nearby development works.	28/10/2020	38,435,331	+824,441
2871	IS - PC Replacement program	656,018	+249,519		Increase Budget	Purchase of laptops to replace desktop PCs. As a result of the COVID-19 Pandemic the City of Yarra has had to accelerate the program to enable a remote workforce and maintain service delivery.	4/12/2020	38,684,850	+1,073,960
New	Drainage Improvements - Newry St Carlton North	0	+30,000	30,000	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program Phase 2 for this project (total project value \$880K - to be completed in 2021/22)	3/03/2020	38,714,850	+1,103,960
New	Public Toilets Edinburgh Gardens South - near Juniors Pavilion	0	+55,000	55,000	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program Phase 2 for this project (total project value \$650K - to be completed in 2021/22)	3/03/2020	38,769,850	+1,158,960
New	Gyms Energy Efficiency and Building Envelope Upgrades	0	+5,733	5,733	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program Phase 2 for this project (total project value \$395,733 - to be completed in 2021/22)	3/03/2020	38,775,583	+1,164,693
New	Translitioning Council Assets From the Use of Natural Gas	0	+40,000	40,000	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program Phase 2 for this project (total project value \$355K - to be completed in 2021/22)	3/03/2020	38,815,583	+1,204,693
New	Kerb Outstand Upgrades - corner Kerr St & Brunswick St, Fitzroy	0	+10,000	10,000	New Project	Received funding from the Federal Government Local Road Community Infrastructure Program Phase 2 for this project (total project value \$190K - to be completed in 2021/22)	3/03/2020	38,825,583	+1,214,693
New	Premier's Reading Challenge	0	+10,321	10,321	New Project	Received funding from the State Government - Premier's reading challenge grant program	24/03/2020	38,835,904	+1,225,014
2823	North Fitzroy Neighbourhood House	60,000	+25,000		Increase Budget	Original project scope altered from restumping works to DDA accessibility works (compliance issues). Structural Engineer's report indicated restumping works not required.	24/03/2020	38,860,904	+1,250,014
2837	Collingwood Children's Farm Public Toilets	150,000	-45,000		Savings	Project completed underbudget	24/03/2020	38,815,904	+1,205,014
				<b>953,080</b>					
								<b>Adjusted 2020/21 capital works budget</b>	<b>38,815,904 +1,205,014</b>



This amount indicates an adjusted budget cumulative variance of \$1,205,014 to the baseline budget (adopted budget plus final carry forwards from 2019/20) of \$37,610,890 (noting the inclusion of a total \$953,080 of net additional external funding not in the adopted budget)



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## 8.4 2020/21 Annual Plan Progress Report - March

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### Executive Summary

#### Purpose

To present the 2020/21 Annual Plan Quarterly Progress Report - March to Councillors for noting.

#### Key Issues

The 2020/21 Annual Plan contains 47 actions of which 38 (81%) are On-track or Complete.

Annual targets set a requirement for 75% of Annual Plan actions to be Complete or On Track (>90%) by 30 June each year.

#### Financial Implications

There are no financial implications.

#### PROPOSAL

That Council note the 2020/21 Annual Plan Quarterly Progress Report for March.

That Council endorse changes to two actions in the 2020/21 Annual Plan.

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## 8.4 2020/21 Annual Plan Progress Report - March

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<b>Reference</b>	D21/33119
<b>Author</b>	Shane Looney - Corporate Planner
<b>Authoriser</b>	Director Corporate, Business and Finance

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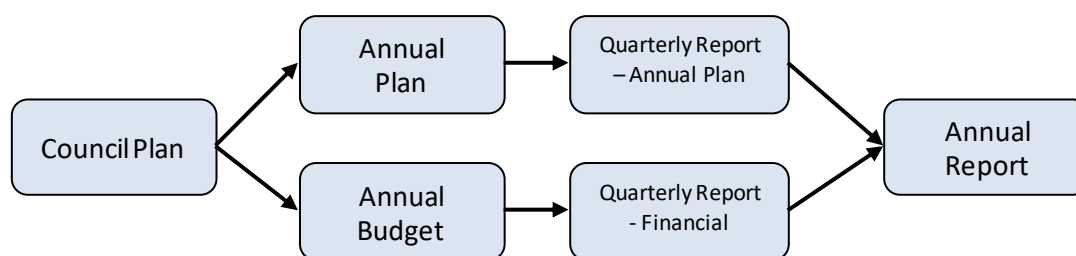
### Purpose

1. To present the 2020/21 Annual Plan Quarterly Progress Report - March to Councillors for noting.
2. To propose changes to two actions in the 2020/21 Annual Plan for endorsement.

### Critical analysis

#### History and background

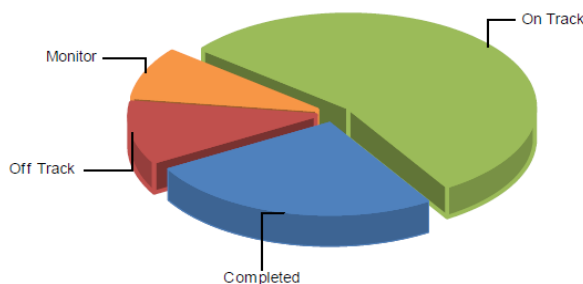
3. The Annual Plan is the organisation's annual response to Initiatives contained in the 4-year Council Plan. Council Plan Initiatives are significant projects and activities that are proposed to be worked on over the term of the Council Plan.
4. The Annual Plan and Annual Plan Quarterly Progress Reports are two of Council's key accountability documents to the community.



5. This year, 2020/21 represents the fourth and final year of the 4-year Council Plan 2017-21 (incorporating the Municipal Public Health and Wellbeing Plan), adopted by Council on 1 August 2017.
6. The 2020/21 Annual Plan was endorsed by Council on 4 August 2020 and is fully resourced and funded within the 2020/21 Budget.
7. Progress of Annual Plan actions are monitored and reported to Council quarterly in the Annual Plan Progress Report. Quarterly progress will be measured against a target of 75% of action targets achieved.

#### Discussion

8. The 2020/21 Annual Plan contains 47 actions spread across the Council Plan's seven Strategic Objectives.
  9. The progress of an action is measured by the status of its individual milestones which are weighted to represent the relative time and effort they contribute to achievement of the overall action.
  10. The following thresholds are used to determine the status of an action:
    - (a) On track  $\geq 90\%$
    - (b) Monitor 75-89%
    - (c) Off track  $< 75\%$ .
  11. Annual Plan Action progress summary as at 31 March 2021.
-



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
A healthy Yarra	18	5	9	3	1	0
An inclusive Yarra	6	1	4	1	0	0
A sustainable Yarra	5	3	2	0	0	0
A liveable Yarra	5	0	2	0	3	0
A prosperous Yarra	2	0	2	0	0	0
A connected Yarra	3	0	3	0	0	0
A leading Yarra	8	3	4	0	1	0
	47 (100%)	12 (25.53%)	26 (55.32%)	4 (8.51%)	5 (10.64%)	0 (0.00%)

12. The Annual Plan has 47 Actions, 38 Actions achieved a result of On Track or Complete (81%).
13. The 9 actions whose progress was rated a monitor (75-89%), off-track (< 75%) are:
  - (a) Monitor status:
    - (i) 1.12 State Government suburban parks program;
    - (ii) 1.13 Reid Street Park, North Fitzroy;
    - (iii) 1.18 Brunswick Street Oval Precinct Redevelopment;
    - (iv) 2.03 Yarra Physical Activity Plan;
  - (b) Off track:
    - (i) 1.15 New open space planning and design, Cremorne;
    - (ii) 4.01 Progress the Yarra Planning Scheme rewrite;
    - (iii) 4.03 Structure Planning for Major Activity Centres;
    - (iv) 4.04 Built Form Analysis for Heidelberg Road, Alphington; and
    - (v) 7.08 Develop and implement the Risk Management Framework.
14. To ensure the integrity and transparency of the Annual Plan, once endorsed by Council, actions including their descriptions and milestones can only be changed by resolution of Council. Officers and Councillors can propose changes to the Annual Plan over the course of the year as priorities change.
15. Officers are proposing to make changes to actions 4.03 Structure Planning for Major Activity Centres and 4.04 Built Form Analysis for Heidelberg Road, Alphington. After the Annual Plan was endorsed, Council resolved to request the Minister to appoint an advisory committee to consider translating interim controls into permanent controls. This means the current and future milestones are no longer relevant to the direction Council is taking and it is recommended they be removed by resolution of Council.

#### Options

16. No options are proposed.

## Community and stakeholder engagement

17. Significant community engagement and consultation was undertaken during the development of the 2020/21 Budget and Council Plan 2017-21. The Plan reflects the community priorities identified during these processes.
18. Projects contained in the 2020/21 Annual Plan are subject to external consultation and engagement on a case-by-case basis.

## Policy analysis

### Alignment to Council Plan

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

### Climate emergency and sustainability implications

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

### Community and social implications

21. The Council Plan 2017-21 includes the Strategic Objective A healthy Yarra: a place where Community health, safety and wellbeing are a focus in everything we do. The 2020/21 Annual Plan includes 18 actions that respond to initiatives under this Strategic Objective.

### Economic development implications

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

### Human rights and gender equity implications

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

## Operational analysis

### Financial and resource impacts

24. Actions in the 2020/21 Annual Plan are resourced within the 2020/21 Budget.

### Legal Implications

25. There are no legal implications.

## Conclusion

26. The 2020/21 Annual Plan Quarterly Progress Report - March is presented to Council for noting.

## RECOMMENDATION

1. That:

- (a) Council note the 2020/21 Annual Plan Progress Report for March;
- (b) Council endorse the following changes to the 2020/21 Annual Plan:
  - (i) 4.03 Structure Planning for Major Activity Centres:  
Remove Milestones:  
December – Complete outline of draft structure plans;  
March – Brief Council on consultation with the community to inform the draft structure plans; and  
June – Complete draft Structure Plan; and
  - (ii) 4.04 Built Form Analysis for Heidelberg Road, Alphington:  
Remove Milestones:  
December – Work with Darebin Council officers to complete the draft Local Area Plan;  
March – Commence preparation of permanent planning scheme provisions; and  
June – Report to Council on draft Planning Scheme provisions recommending a preferred option to seek permanent controls.

## Attachments

- 1 [↓](#) 2020/21 Annual Plan Quarterly Progress Report - March



Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March



## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### Introduction

The Yarra City Council adopted its Council Plan 2017 – 21 on 1 August 2017. The Council Plan 2017 – 21 sets out the medium-term direction of Council and the outcomes sought by Councillors for their term. For the first time, the Council Plan incorporates the Health and Wellbeing Plan. This financial year, 2020/21 is Year 4 of the Council Plan 2017 – 21.

Under the Local Government Act 1989 (the Act under which the Council Plan was adopted), each council is required to produce a four-year Council Plan by 30 June in the year following a general election. The Plan must include Strategic Objectives, Strategies, Strategic Indicators and a Strategic Resource Plan.

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

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

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

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

**An inclusive Yarra:** Inclusion, diversity and uniqueness are welcomed, respected and celebrated. Identity was a passionate and recurring theme throughout community consultation for the Council Plan. Our community values its diversity. Creating a safe place where people of all ages, genders, sexualities, abilities, cultures and backgrounds feel welcome and connected is a priority for Council.

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

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

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

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

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

In response to its Strategic Objectives, Council has committed to 47 projects and activities from a broad cross-section of services in the 2020/21 Annual Plan.

Progress of these projects and actions will be reported in the 2020/21 Annual Plan Quarterly Progress Reports. Further information can be found in the published version of the Council Plan 2017 – 21 on the City of Yarra's website (<https://www.yarracity.vic.gov.au/about-us/council-information/council-plan>).

April 26, 2021

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

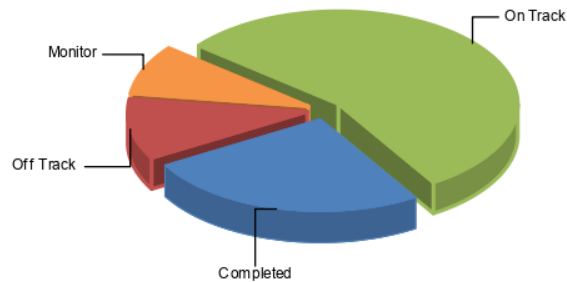
### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### Quarter Summary

Council has committed to 47 actions across a range of services. Any variations to the Annual Plan are made openly and transparently in the context of priorities that arise over the course of the year.

The status of actions is classified based on the percentage of targets achieved as assessed by the responsible officer (forecast milestones compared to actual work completed).



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75% )	Not Started
A healthy Yarra	18	5	9	3	1	0
An inclusive Yarra	6	1	4	1	0	0
A sustainable Yarra	5	3	2	0	0	0
A liveable Yarra	5	0	2	0	3	0
A prosperous Yarra	2	0	2	0	0	0
A connected Yarra	3	0	3	0	0	0
A leading Yarra	8	3	4	0	1	0
	47 (100%)	12 (25.53%)	26 (55.32%)	4 (8.51%)	5 (10.64%)	0 (0.00%)

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 1 . A healthy Yarra

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

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

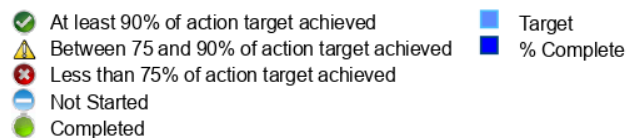
##### Strategies

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

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

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

#### Action Progress Summary



Action	Start Date / End Date			
1.01 Advocate for gambling reform	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓
1.02 Population Health Planning	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓
1.03 Yarra Food Network	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓
1.04 Yarra Homelessness Strategy	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓
1.05 Yarra's Community Grants	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	⬢
1.06 Richmond and Collingwood Youth Program Grants 2020-2021	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓
1.07 Volunteering Strategy 2019-2023	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓
1.08 National Aged Care and Disability Reform	01/07/20 30/06/21	<div><div></div></div>	0% 20% 40% 60% 80% 100%	✓

April 26, 2021

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

## Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

Action	Start Date / End Date	
1.09 Gender Equity Strategy	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.10 Gender Equality Act 2020	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.11 Yarra Open Space Strategy	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.12 State Government suburban parks program	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.13 Reid Street Park, North Fitzroy	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.14 Open space improvements King William Street, Fitzroy	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.15 New open space planning and design, Cremorne	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.17 Ryan's Reserve Pavilion redevelopment	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.18 Brunswick Street Oval Precinct Redevelopment	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>
1.19 Jack Dyer Pavilion Redevelopment	01/07/20 30/06/21	<div><div></div></div> <div>0%20%40%60%80%100%</div> <div></div>



## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

#### 2020/21 Annual Plan Quarterly Progress Report - March

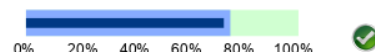
##### 1.01 Advocate for gambling reform

Council Plan initiative

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

Action

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



**Branch** Social Strategy and Community Development

##### Quarterly Milestones

<b>September</b>	Continue advocacy, particularly focused on cohorts vulnerable post-COVID-19
<b>December</b>	Utilise the updated Health Status Report including focus on gambling impacts in Yarra, to inform Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25
<b>March</b>	Continue gambling reform advocacy
<b>June</b>	Continue gambling reform advocacy
<b>Quarterly Progress</b>	Council continues to participate in the quarterly VCGLR community gambling forum and supporting gambling reform initiatives.
<b>Comments</b>	

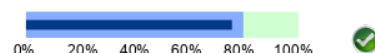
##### 1.02 Population Health Planning

Council Plan initiative

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

Action

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



**Branch** Social Strategy and Community Development

##### Quarterly Milestones

<b>September</b>	Prepare a Health Status Report to inform Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25
<b>December</b>	Re-establish the Health and Wellbeing Advisory Committee to consult on the Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25 Utilise the updated Health Status Report to inform Municipal Public Health and Wellbeing Plan (MPHWP) embedded in Council Plan 2021-25
<b>March</b>	Produce Discussion Paper: Community health and health promotion provisioning in the City of Yarra to inform MPHWP and integrate with local community health agencies' Integrated Health Promotion Plans)
<b>June</b>	Continue to finalise and integrate the Municipal Public Health and Wellbeing Plan (MPHWP) into the Council Plan 2021-25
<b>Quarterly Progress</b>	Council has held meetings with local community agencies to inform and develop the MPHWP including integration with local agency health promotion plans. The meetings have taken precedence over production of a discussion paper to understand community health and health promotion provisioning in the City of Yarra.
<b>Comments</b>	

##### 1.03 Yarra Food Network

Council Plan initiative

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

Action

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

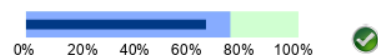
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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

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**Branch** *Social Strategy and Community Development*

**Quarterly Milestones**

**September** Establish a YFN community of practice and focus initially on food relief coordination (COVID-19)  
**December** Host YFN meeting  
**March** Transition YFN to food systems approach and community of practice model  
**June** Host YFN meeting  
**Quarterly Progress** Officers are preparing a briefing paper with option for Council to determine the future directions for our food system approach.  
**Comments**

**1.04 Yarra Homelessness Strategy**

Council Plan initiative  
 Develop and adopt a Homelessness Strategy

**Action**

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



**Branch** *Social Strategy and Community Development*

**Quarterly Milestones**

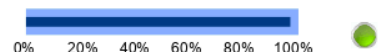
**September** Present Homelessness Strategy to Council for adoption  
**December** Promote and publicise Homelessness Strategy  
**March** Commence implementation of Homelessness Strategy and provide update  
**June** Continue implementation of Homelessness Strategy and provide update  
**Quarterly Progress** The first year of Yarra's Homelessness Strategy is well underway, with actions so far including:  
 - Establishment of an internal homelessness working group to coordinate actions and information across the organisation.  
 - Convening of the Yarra Housing and Homelessness Network for peer to peer information sharing and guest speakers on current topics.  
 - Updates to the website.  
 - Investigation of training and support for Council's frontline services.  
**Comments**

**1.05 Yarra's Community Grants**

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

**Action**

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



**Branch** *Social Strategy and Community Development*

**Quarterly Milestones**

**September** Open Small Project Grants process  
**December** Open Investing in Community Grants and Annual Grants processes

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<b>March</b>	Award Investing in Community Grants and Annual Grants
<b>Quarterly Progress</b>	Council approved 11 Investing in Community grants totalling \$301,000 per annum over three years and 143 Annual Grants for \$927,518 at its meeting in February.
<b>Comments</b>	

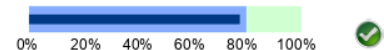
#### 1.06 Richmond and Collingwood Youth Program Grants 2020-2021

Council Plan initiative

Continue to support community led activities through the provision of community grants and inkind support

Action

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



**Branch** Family, Youth and Children's Services

##### Quarterly Milestones

<b>September</b>	Commence programs and activities as per Project Plan Sign Funding Agreement 2020-23, including agreed KPIs
<b>December</b>	Deliver programs and activities as per Project Plan, and against agreed KPIs
<b>March</b>	Submit six-monthly Progress Report (July – December 2020) submitted
<b>June</b>	Deliver programs and activities as per Project Plan, and against agreed KPIs
<b>Quarterly Progress</b>	Coordinator, Youth & Middle Years met with General Manager, Communities, Culture & Diversity in February 2021, during the formal progress meeting a verbal report was presented outlining significant success, challenges and outcomes for the first six months. The drum delivered a modified program due to COVID-19, but maintained excellent engagement with young people and families across both estates. A full plan for Term1, 2021 was also presented, as well as a staffing update in light of recent recruitment.
<b>Comments</b>	

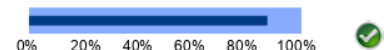
#### 1.07 Volunteering Strategy 2019-2023

Council Plan initiative

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

Action

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



**Branch** Social Strategy and Community Development

##### Quarterly Milestones

<b>September</b>	Provide update on the Year 1 Action Plan and seek endorsement of Year 2 Action Plan for the Volunteer Strategy 2019-2023
<b>March</b>	Report on interim findings from the Library Services Volunteer Trial – delivering community outreach to address social isolation, digital exclusion and promote access to library services
<b>Quarterly Progress</b>	While the pilot Volunteer Library program was delayed due to COVID-19 and the restrictions on use of volunteers, the planning and development (setting up human resources infrastructure), has take place and recruitment and onboarding will commence next quarter.
<b>Comments</b>	

#### 1.08 National Aged Care and Disability Reform

Council Plan initiative

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

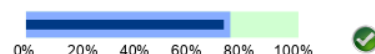
Action

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

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

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**Branch** Aged and Disability Services

#### Quarterly Milestones

<b>September</b>	Finalise transition of residents in receipt of Linkages program support to Home Care Packages program
<b>December</b>	Establish, subject to agreement with Department of Health, community transport as a service option available to older residents under the CHSP program
<b>March</b>	Review progress on COVID19 CHSP meals support program with local agencies
<b>June</b>	Subject to Federal Government policy decisions, determine Council role in Commonwealth Home Service Program (CHSP), Home and Community Care Program for Young People (HACCPYP) and Assessment Service
<b>Quarterly Progress</b>	The additional funding provided by the Federal Government under the COVID 19 CHSP meals support program has been distributed to local food support agencies and relief provided through to the community.
<b>Comments</b>	The funding supported approximately 50,000 additional meals across 2020-21.

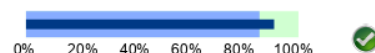
#### 1.09 Gender Equity Strategy

Council Plan Initiative

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

Action

Council is progressively implementing its Gender Equity Strategy 2016-2021 to achieve its vision for an organisation which positively and proactively demonstrates a gender-inclusive culture that encourages leadership, participation and contribution from a diverse workforce. Work will commence this year to develop the next Gender Equity Strategy 2021-2026.



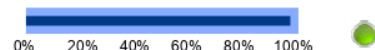
**Branch** Organisational Culture, Capability and Diversity

#### Quarterly Milestones

<b>September</b>	Commence planning for development of the Gender Equity Strategy 2021-2026 Continue to implement actions from the Gender Equity Strategy 2016-2021
<b>December</b>	Commence drafting Gender Equity Strategy 2021-2026 Continue implementation of actions from the Gender Equity Strategy 2016-2021
<b>March</b>	Present draft Gender Equity Strategy 2021-2026 to council for endorsement for public exhibition Continue implementation of actions from the Gender Equity Strategy 2016-2021
<b>June</b>	Present final Gender Equity Strategy 2021-2026 to Council for adoption
<b>Quarterly Progress</b>	Implementation of the current actions is continuing while the existing strategy is being reviewed. Moving forward a Statement of Commitment will take the place of the strategy. No public exhibition is currently being considered.
<b>Comments</b>	

#### 1.10 Gender Equality Act 2020

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



**Branch** Organisational Culture, Capability and Diversity

#### Quarterly Milestones

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

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<b>Quarterly Progress</b>	The Gender Equity Act commenced 31 March and work to address organisational obligations is taking place.
<b>Comments</b>	

#### 1.11 Yarra Open Space Strategy

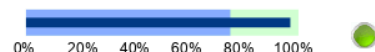
##### Council Plan initiatives

Develop an open space strategy to ensure Yarra's public open space is managed as a functional network that encourages shared use and active living, and  
Prepare a Planning Scheme Amendment to introduce the open space strategy into the Yarra Planning Scheme and increase the rate of contribution towards open space (Strategic Objective 4: A liveable Yarra)

##### Action

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

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



**Branch** City Strategy

##### Quarterly Milestones

<b>September</b>	Present Open Space Strategy to Council for adoption
<b>December</b>	Formulate draft Planning Scheme amendment regarding proposed new open space contribution percentage
<b>March</b>	Report to Council to seek 'authorisation' from Minister for Planning for putting Planning Scheme Amendment on exhibition
<b>June</b>	If authorisation provided, exhibit planning scheme amendment
<b>Quarterly Progress</b>	Planning Scheme amendment C286, regarding proposed new open space contribution percentage, was endorsed by Council and lodged with the Minister for Planning in December seeking approval to place it on exhibition. Council is waiting on a response from the Minister.
<b>Comments</b>	

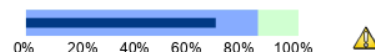
#### 1.12 State Government suburban parks program

##### Council Plan initiative

Increase the amount and quality of green open space through the strategic acquisition of land, the conversion of urban land to open space and/or the creation of pocket parks in high density areas

##### Action

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



**Branch** City Strategy

##### Quarterly Milestones

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



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<b>Quarterly Progress</b>	Traffic audits are not able to be commissioned until traffic returns to normal conditions. Estimated date is March 2021 onwards pending guidance from Department of Transport.
<b>Comments</b>	Preliminary Concept Designs are being finalised. Councillor Briefing scheduled prior to Community Consultation in May.

#### 1.13 Reid Street Park, North Fitzroy

Council Plan initiative

Increase the amount and quality of green open space through the strategic acquisition of land, the conversion of urban land to open space and/or the creation of pocket parks in high density areas

Action

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



**Branch** City Strategy

#### Quarterly Milestones

<b>September</b>	Complete internal consultation Prepare preliminary concept design
<b>December</b>	Complete community consultation for concept design
<b>March</b>	Complete documentation Engage contractor
<b>June</b>	Complete construction works
<b>Quarterly Progress</b>	Community Consultation on Draft Concept complete. Review of design based on consultation results underway.
<b>Comments</b>	

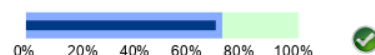
#### 1.14 Open space improvements King William Street, Fitzroy

Council Plan initiative

Increase the amount and quality of green open space through the strategic acquisition of land, the conversion of urban land to open space and/or the creation of pocket parks in high density areas

Action

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



**Branch** City Strategy

#### Quarterly Milestones

<b>September</b>	Establish key working group Complete internal stakeholder engagement
<b>December</b>	Complete workshops and engagement with key external stakeholders
<b>March</b>	Prepare functional layouts Progress community consultation
<b>June</b>	Complete consultation Agree functional layouts
<b>Quarterly Progress</b>	Review of the scope of the project determined that the external engagement and workshops were adequately addressed in the Brunswick Streetscape master plan consultation process in 2019.
<b>Comments</b>	The functional layout for the open space improvement works has been prepared.

#### 1.15 New open space planning and design, Cremorne

Council Plan initiative

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Increase the amount and quality of green open space through the strategic acquisition of land, the conversion of urban land to open space and/or the creation of pocket parks in high density areas

#### Action

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

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



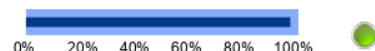
Branch *City Strategy*

#### Quarterly Milestones

<b>September</b>	Complete preliminary concept design and internal consultation (Gwynne Street) Prepare preliminary concept design and complete internal consultation (Stephenson Reserve)
<b>December</b>	Complete community consultation for concept design (Gwynne Street) Complete community consultation for concept design (Stephenson Reserve)
<b>March</b>	Complete documentation and engage contractor (Stephenson Reserve) Complete final design (Gwynne Street)
<b>June</b>	Complete construction works (Stephenson Reserve) Complete tender documentation (Gwynne Street)
<b>Quarterly Progress</b>	While the project is behind schedule for the March milestone, we are expecting to meet the June target. The concept designs for both parks have been completed with final designs and documentation to commence shortly.
<b>Comments</b>	

#### 1.17 Ryan's Reserve Pavilion redevelopment

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



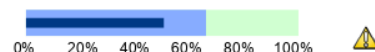
Branch *Building and Asset Management*

#### Quarterly Milestones

<b>September</b>	Issue tender for design and construction
<b>December</b>	Award tender for design and construction
<b>March</b>	Submit town planning application for new pavilion
<b>Quarterly Progress</b>	Following changes to Council's planning permit requirements, Council determined that the pavilion redevelopment project no longer required a Town Planning Permit and the project could proceed .
<b>Comments</b>	

#### 1.18 Brunswick Street Oval Precinct Redevelopment

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



Branch *Building and Asset Management*

#### Quarterly Milestones

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

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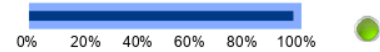
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**Quarterly Progress** Design documentation substantially complete but requires determination on the Heritage and Yarra town planning applications before it can be fully completed.

**Comments**

#### 1.19 Jack Dyer Pavilion Redevelopment

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



**Branch** *Building and Asset Management*

#### Quarterly Milestones

**September** Award tender for construction

**December** Commence contractor on-site and demolition

**March** Commence construction

**Quarterly Progress** Tender for redevelopment of pavilion was awarded in September 2020. Demolition works were completed in November and building construction has commenced.

**Comments**

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#### 2 . An inclusive Yarra

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

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






##### Strategies









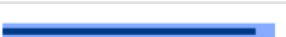



Council's work to achieve this Strategic Objective will include the following strategies :

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

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

#### Action Progress Summary

-  At least 90% of action target achieved
  -  Between 75 and 90% of action target achieved
  -  Less than 75% of action target achieved
  -  Not Started
  -  Completed
- Target  
■ % Complete

Action	Start Date / End Date			
2.01 LGBTQ+ Strategy	01/07/20 30/06/21			
2.02 Community support, resilience and recovery	01/07/20 30/06/21			
2.03 Yarra Physical Activity Plan	01/07/20 30/06/21			
2.04 Active and Healthy Ageing Strategy and Action Plan	01/07/20 30/06/21			
2.05 Access and Inclusion Plan	01/07/20 30/06/21			
2.06 Yana Ngargna Plan 2020-2023	01/07/20 30/06/21			

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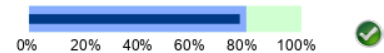
#### 2.01 LGBTQ+ Strategy

Council Plan initiative

Advocate to support social justice and community issues including preventing family violence, LGBTQ+ rights and welcoming refugees

Action

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



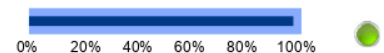
**Branch** *Organisational Culture, Capability and Diversity*

##### Quarterly Milestones

<b>September</b>	Present draft LGBTQ+ Strategy to Council for endorsement Complete public exhibition of draft LGBTQ+ Strategy
<b>December</b>	Present final LGBTQ+ Strategy to Council for endorsement
<b>March</b>	Commence implementation of Year 1 Action Plan
<b>June</b>	Continue implementation of Year 1 Action Plan
<b>Quarterly Progress</b>	Officers have commenced the Year 1 Action Plan continuing to convene Council's internal LGBTQ+ Working Group, convening an Advisory Committee and recognising and supporting key events.
<b>Comments</b>	

#### 2.02 Community support, resilience and recovery

Council adopted the City of Yarra COVID-19 Community and Economic Support Package on 2 April 2020. The package entails a mix of new Council initiatives or enhanced services, foregoing of income in various forms, and the granting of funds to community organisations and local businesses. A total of \$688k was distributed to the local community through grants in 2019/20. In 2020/21, there is \$1.1167M remaining in the Emergency Community Support Fund and \$340k remaining to deliver co-produced initiatives to promote local economic recovery



**Branch** *Social Strategy and Community Development*

##### Quarterly Milestones

<b>September</b>	Award Bridging the digital divide – small and medium-sized grants Award Material Aid Grants – Round 1 Award Addressing Family Violence grants Award Recovery For Our Creative Community – small-sized grants
<b>December</b>	Award Tackle Social Isolation And Promoting Community Connection – medium-sized grants Award Material Aid Grants – Round 2 Award Tackle social isolation and promoting community connection – small-sized grants Award Recovery For Our Creative Community – medium-sized grants
<b>Quarterly Progress</b>	A second round of Food Security Grants was instigated to help support not-for-profit organisations to help address local food insecurity. The Grants opened in quarter one on 2 September 2020 and closed on 16 September 2020, with a funding pool of \$200,000. There were eighteen applications submitted and the total requested funding was \$440,500. In November (quarter 2) eleven organisations were funded, with eight just receiving grant moneys and four, which service specific population cohorts, allocated a further \$72,736 from CHSP funding (including cohealth who didn't receive a grant).
<b>Comments</b>	

The STIMULATE Creative Grant Program is a \$200,000 commitment to promote recover for our creative community through investing in a creative-led re-imagination of our community. Applications for this program closed on 4 October. A total of 201 applications were received, requesting \$2,094,720 in funding. Given the extraordinary level of request for this extraordinary round, 28 applications to the total of \$220,000 have been recommended for funding.

The Local Business and Precinct Support Fund, which is valued at \$320k, was drawn upon for two rounds of Precinct Business Recovery Grants. These grants support groups of businesses or community members with businesses to deliver projects which aim to activate, promote, or enhance our retail and services

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precincts. In the second round eight projects were awarded funding, these are: Experience Japan in Yarra (Brunswick and Smith Streets), The Smith Street Artisan Christmas Market, Yarra Beer Trail across Collingwood, Creative Corner on Brunswick Street, Queens Parade Christmas Shopping Day, North Fitzroy Village - Your Hood with the Good and Gertrude Saturdays, People of Gertrude Street. One application related to Bridge Road Precinct was sent to the Traders Association for assessment and potential funding of \$20,000

There has not been grantmaking in relation to bridging the digital divide (i.e. access to internet for under resourced communities). The Victorian Department of Education and Training has been providing laptops and other hardware to local state secondary school pupils in need of devices; and, officers are also working with NBN Co on the means by which broadband internet could be made more accessible and affordable for public housing residents within the City of Yarra.

This milestone to award grants to tackle social isolation was established early in 2020, at that time Council grants were considered the only option. The intent of the action has been met through the extensive work achieved by Yarra libraries, Family Youth and Children's Services, Aged and Disability Services and the establishment Yarra Community Action and Social Isolation initiative network led by the Neighbourhood Justice Centre (which specifically target social isolation, made up of more than 30 agencies, and funded by Department of Health and Human Services).

#### 2.03 Yarra Physical Activity Plan

Develop a physical activity action plan to support the lifelong mental and physical health of all people who live, work, learn and play in Yarra, to combat inadequate levels of physical activity.



**Branch** Recreation and Leisure Services

##### Quarterly Milestones

<b>September</b>	Draft Yarra physical activity plan Undertake research and collaboration with key stakeholders.
<b>December</b>	Brief Council on the Yarra physical activity plan
<b>March</b>	Launch the Yarra physical activity plan internally to build awareness and a One Yarra approach
<b>June</b>	Implement Yarra physical activity plan, including promotion to the Yarra community
<b>Quarterly Progress</b>	Extensive internal consultation has been undertaken in the development of the draft plan which is scheduled to go to Council for endorsement in May.
<b>Comments</b>	

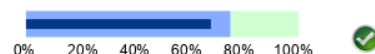
#### 2.04 Active and Healthy Ageing Strategy and Action Plan

Council Plan initiative

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

Description

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



**Branch** Aged and Disability Services

##### Quarterly Milestones

<b>September</b>	Undertake consultations with key stakeholders on the 2020-2022 Active and Healthy Ageing Action Plan
<b>December</b>	Complete the 2020-2022 Active and Healthy Ageing Action Plan
<b>March</b>	Work with the Dementia Alliance to continue developing a dementia friendly community
<b>June</b>	Complete recruitment and training of community connectors as part of the Healthy Ageing project
<b>Quarterly Progress</b>	The Dementia Alliance was established prior to COVID-19 and action planning and meetings have been deferred due to Covid 19 with members reluctant to engage virtually at this stage. Council continues to monitor and support the Alliance preparing for face to face meetings to commence.
<b>Comments</b>	

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

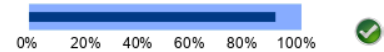
#### 2.05 Access and Inclusion Plan

Council Plan initiative

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

Action

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



Branch *Aged and Disability Services*

##### Quarterly Milestones

**September** Undertake consultations with key stakeholders on the 2020-2022 Access and Inclusion Action Plan

**December** Complete the 2020-2022 Access and Inclusion Action Plan

**March** Implement HACCPYP funded project to identify and support residents who are eligible but not accessing home based services.

**Quarterly Progress** A consultant was appointed in March. The project has been broken down to three stages and the first stage is complete. A draft current status report has been developed, which includes client profile, research to date and internal and external policy drivers.

**Comments**

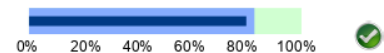
#### 2.06 Yana Ngargna Plan 2020-2023

Council Plan initiative

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

Action

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



Branch *CEO Office*

##### Quarterly Milestones

**September** Continue implementation of the 52 actions in the 2020 Yana Ngargna Year 1 Action Plan (calendar year) ensuring adaptations are made, where possible to meet Covid-19 restrictions

**December** Commence report to Council on implementation of the actions in the 2020 Yana Ngargna Year 1 Action Plan (calendar year)

Commence planning for the 2021 Yana Ngargna Year 2 Action Plan

**March** Present report to Council on the 2020 Yana Ngargna Year 1 Action Plan

Present 2021 Yana Ngargna Year 2 Action Plan to Council for adoption

**June** Continue implementation of the 2021 Yana Ngargna Year 2 Action Plan

**Quarterly Progress** The Year 1 Action Plan has been completed and a report on the progress prepared. Presentation of the report and Year 2 Plan have been deferred to the Council meeting in June 2021 to align with the Black Lives

**Comments** Matter report being presented at that meeting to support and provide a broader policy context.

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 3 . A sustainable Yarra

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

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






#### Strategies






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

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

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

#### Action Progress Summary

-  At least 90% of action target achieved
  -  Between 75 and 90% of action target achieved
  -  Less than 75% of action target achieved
  -  Not Started
  -  Completed
- Target  
■ % Complete

Action	Start Date / End Date			
3.01 Climate Emergency	01/07/20 30/06/21	<div><div></div></div>	<div><div></div></div>	
3.02 Embedding Sustainability	01/07/20 30/06/21	<div><div></div></div>	<div><div></div></div>	
3.03 Integrated Water Management Plan	01/07/20 30/06/21	<div><div></div></div>	<div><div></div></div>	
3.04 Stormwater Harvesting Schemes feasibility study and concept design	01/07/20 30/06/21	<div><div></div></div>	<div><div></div></div>	
3.05 Glass Bin Service	01/07/20 30/06/21	<div><div></div></div>	<div><div></div></div>	

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 3.01 Climate Emergency

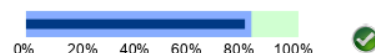
Council Plan Initiatives

Promote programs that monitor and reduce emissions across the municipality and strive to achieve carbon neutral status, and

Continue to invest in initiatives to reduce energy use and emissions from Council operations

Action

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



Branch Sustainability

##### Quarterly Milestones

**September** Commence development of a '100% Renewable Yarra' campaign which supports renewable energy uptake in the community

**December** Provide status report on progress against the adopted Climate Emergency Plan actions  
Brief Councillors on a draft climate action program designed to enable and support the community to lead and participate in climate action  
Submit documentation for Council to remain a certified carbon neutral Council

**March** Continue with implementation of CEP programs as budget allows

**June** Update Council on the status of implementation of the Climate Emergency Plan actions

**Quarterly Progress** Council continues to implement the Climate Emergency Plan programs as budget allows

**Comments**

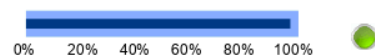
#### 3.02 Embedding Sustainability

Council Plan Initiative

Embed adaptation sustainability across Council decision making processes

Action

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



Branch Sustainability

##### Quarterly Milestones

**September** Update QBL tool, training, and Climate Adaptation Guidance Tool to align with Climate Emergency Plan commitments

**December** Further integrate sustainability into Council's corporate planning processes

**March** Embed climate adaptation considerations into all new budget bids (discretionary projects and strategies)  
Engage Councillors in future strategic work for managing improved sustainability

**Quarterly Progress** Council is currently undertaking various significant strategic processes which support and will guide additional future strategic work for managing improved sustainability. This includes the Council Vision, Council Plan, and Green New Deal. Following completion of these processes future work will look at the potential development of a Yarra Sustainability Statement, and a review of the embedding sustainability process and QBL Tool.

**Comments**

#### 3.03 Integrated Water Management Plan

Council Plan Initiative

Continue to implement and promote evidence based water conservation initiatives

Action

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

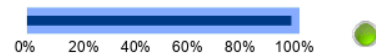
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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

## Council Plan 2017-2021 : Year 4

## 2020/21 Annual Plan Quarterly Progress Report - March



**Branch** *Infrastructure Traffic and Civil Engineering*

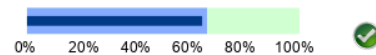
**Quarterly Milestones**

**December** Undertake public consultation to capture the community's priorities and feedback  
**June** Report to Council on the findings of the public consultation and the final Integrated Water Management Plan for endorsement  
**Quarterly Progress Comments** Council adopted the Water Management Plan in September 2020.

**3.04 Stormwater Harvesting Schemes feasibility study and concept design**

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

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



**Branch** *Infrastructure Traffic and Civil Engineering*

**Quarterly Milestones**

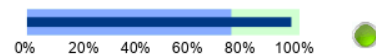
**September** Prepare a project brief to investigate the feasibility of introducing stormwater harvesting schemes at Council-operated open spaces and venues  
**December** Report to Council on the results of the investigation and nominate 3 sites to proceed  
**June** Finalise the concept designs for the 3 nominated sites  
**Quarterly Progress Comments** A report on the feasibility of introducing stormwater harvesting schemes at Council operated open spaces and identifying a number of options has been presented to Council. In the report Ramsden Street Reserve was identified for the next stormwater harvesting scheme.

The team has been working with our consultants to compensate for time lost in the first half of the year due to COVID-19 and the project is back on track

**3.05 Glass Bin Service**

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

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



**Branch** *City Works*

**Quarterly Milestones**

**September** Deliver the Community Engagement Program to inform the community about the roll out  
**December** Complete implementation of the glass-only bin across Yarra  
**March** Audit the recycling bin material and the glass bin material  
**June** Provide a status report to Council on the new service and outcomes to date  
**Quarterly Progress Comments** An Audit of the recycling and glass bin materials was completed and the results and status of the new service roll out reported to Council.



## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 4 . A liveable Yarra

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

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








##### Strategies

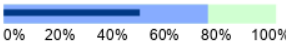
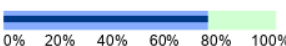

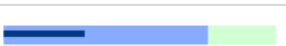

Council's work to achieve this Strategic Objective includes the following strategies:

- 4.1 Protect Yarra's heritage and neighbourhood character
- 4.2 Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing
- 4.3 Plan, promote and provide built form, open space that is accessible to all ages and abilities
- 4.4 Protect Council assets through effective proactive construction management
- 4.5 Encourage and promote environmentally sustainable building, urban design, place-making and public realm outcomes
- 4.6 Provide direction and improve decision making on infrastructure projects through the application of the Strategic Community Infrastructure Framework
- 4.7 Encourage engagement with the community when developments are proposed

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

#### Action Progress Summary

-  At least 90% of action target achieved
  -  Between 75 and 90% of action target achieved
  -  Less than 75% of action target achieved
  -  Not Started
  -  Completed
-  Target  
 % Complete

Action	Start Date / End Date	
4.01 Progress the Yarra Planning Scheme rewrite	01/07/20 30/06/21	
4.02 Built Form Analysis for Major Activity Centres	01/07/20 30/06/21	
4.03 Structure Planning for Major Activity Centres	01/07/20 30/06/21	
4.04 Built Form Analysis for Heidelberg Road, Alphington	01/07/20 30/06/21	
4.05 Develop a framework for management of Council's own heritage assets	01/07/20 30/06/21	

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

#### 2020/21 Annual Plan Quarterly Progress Report - March

##### 4.01 Progress the Yarra Planning Scheme rewrite

The Planning Scheme sets out how land can be used, developed and protected. Council has been working on a major rewrite of the Planning Scheme to update areas of local policy that needed to be strengthened. This year Council will finalise the draft Planning Scheme



Branch City Strategy

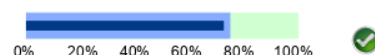
##### Quarterly Milestones

**September** Exhibit Planning Scheme Amendment (if 'authorisation' provided)  
**December** Brief Councillors on submissions received (if authorisation provided)  
**March** Consider and prepare response to submissions  
**June** Report back to Council post-exhibition regarding submissions and recommend final planning scheme provisions  
**Quarterly Progress** Exhibition of the Amendment was extended until 4 December 2020. Over 400 submissions have been received and officers have commenced a review in preparation for the briefing of Councillors.  
**Comments**

##### 4.02 Built Form Analysis for Major Activity Centres

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

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



Branch City Strategy

##### Quarterly Milestones

**September** Complete Built Form Framework for Alexandra Parade, Fitzroy West and Victoria Parade  
**December** Finalise amendment documentation for interim planning controls  
**March** Report to Council to seek Council resolution to request interim controls from the Minister for Planning  
**June** Provide an update to Councillors on the status of the request to the Minister  
**Quarterly Progress** Planning request for interims for Collingwood and Fitzroy (S 1) was presented to Council for consideration in December 2019, the request for Collingwood and Fitzroy (S 2) was presented to Council in March 2021.  
**Comments**

##### 4.03 Structure Planning for Major Activity Centres

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

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



Branch City Strategy

##### Quarterly Milestones

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

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

## Council Plan 2017-2021 : Year 4

## 2020/21 Annual Plan Quarterly Progress Report - March

**June** Complete draft Structure Plan

**Quarterly Progress Comments** Council has resolved to request Minister to appoint an advisory committee to consider translating interim controls into permanent controls. This initiative means the current and future milestones are no longer relevant to the direction Council is taking and it is recommended they be removed by resolution of Council.

#### 4.04 Built Form Analysis for Heidelberg Road, Alphington

Council Plan initiative

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

Action

Council will preparation and exhibit a Local Area Plan and permanent planning controls for Heidelberg Road, Alphington.



**Branch** City Strategy

##### Quarterly Milestones

**September** Liaise with Darebin Council officers on a draft Local Area Plan

**December** Work with Darebin Council officers to complete the draft Local Area Plan

**March** Commence preparation of permanent planning scheme provisions

**June** Report to Council on draft Planning Scheme provisions recommending a preferred option to seek permanent controls

**Quarterly Progress Comments** Built Form analysis has been finalised and formed the basis of the interim controls request which was submitted to the Minister to approve in early 2020. This action has been superseded by the Council resolution to seek the appointment of an advisory committee. A request has been sent to the Minister to appoint an advisory committee to consider translating interim controls into permanent controls. Officers have completed their milestones contributing to this action.

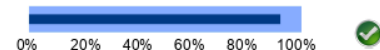
#### 4.05 Develop a framework for management of Council's own heritage assets

Council Plan initiative

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

Action

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



**Branch** CEO Office

##### Quarterly Milestones

**September** Present a draft framework to Executive

**December** Present a draft framework to Council

**Quarterly Progress Comments** The Draft Framework was presented to Executive in January for review and feedback.

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 5 . A prosperous Yarra

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

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








##### Strategies

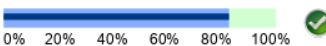
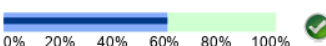
Council's work to achieve this Strategic Objective include the following strategies :

- 5.1 Maintain and strengthen the vibrancy and local identity of retail and commercial precincts
- 5.2 Strengthen and monitor land use change and economic growth including new and emerging economic clusters
- 5.3 Create local employment opportunities by providing targeted and relevant assistance to facilitate business growth, especially for small and medium size enterprises and entrepreneurs through the attraction and retention of businesses
- 5.4 Develop Innovative Smart City solutions in collaboration with government, industry and community that use technology to embrace a connected, informed and sustainable future
- 5.5 Facilitate and promote creative endeavour and opportunities for the community to participate in a broad range of arts and cultural activities
- 5.6 Attract and retain creative and knowledge industries in Yarra
- 5.7 Ensure libraries and neighbourhood houses support lifelong learning, wellbeing and social inclusion

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

#### Action Progress Summary

-  At least 90% of action target achieved
-  Between 75 and 90% of action target achieved
-  Less than 75% of action target achieved
-  Not Started
-  Completed
-  Target
-  % Complete

Action	Start Date / End Date	
5.01 Economic Development Strategy	01/07/20 30/06/21	
5.02 Develop Yarra as a Smart City	01/07/20 30/06/21	

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

#### 2020/21 Annual Plan Quarterly Progress Report - March

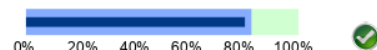
##### 5.01 Economic Development Strategy

###### Council Plan Initiative

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

###### Action

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



**Branch** City Strategy

###### Quarterly Milestones

**September** Continue to support local business through COVID-19 period and assist where Council has the ability in recovery period

Report to Council on outcomes of community consultation process

Undertake consultation on draft Economic Development strategy

**December** Finalise draft strategy and report back to Council seeking adoption of new Economic Development Strategy

**March** Commence implementation of Economic Development Strategy action plan

**June** Continue implementation of Economic Development action plan and report progress to Council

**Quarterly Progress Comments** The Economic Development Strategy 2020-2025 has 11 strategies and over 50 actions. Officers have started a number of these actions and are working with internal stakeholders to ensure they are progressing agreed actions.

##### 5.02 Develop Yarra as a Smart City

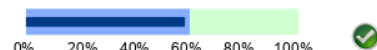
###### Council Plan Initiative

Implement an innovation hub to bring people together to focus on creative solutions, enabling a culture of continuous improvement, innovation and collaboration, and

Develop innovative Smart City solutions in collaboration with government, industry and community which will use open data technology (Strategic Objective 7: A leading Yarra)

###### Action

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



**Branch** Office of the Director City Works and Assets

###### Quarterly Milestones

**September** Commence the Public Safety Infrastructure Grant project in Victoria Street, Richmond

**December** Host a City Works and Assets Data Strategy Workshop to explore the use of data to inform decision making and create value

**March** Establish the IMAP Smart City Working Group

**June** Develop a data roadmap for City Works and Assets that will enable data to be utilised to progress and inform decision making  
Implement Yarra Science Play within the Yarra Libraries program

**Quarterly Progress Comments** The Smart Council Working Group (SCWG) has been established with representative leaders from participating inner-Melbourne and neighbouring councils including the Cities of Yarra, Stonnington, Melbourne, Maribyrnong, Boroondara, Darebin and Moreland. The working group participants are all directly involved in influencing the research, planning, design and execution of smart cities, the Internet of Things (IoT), innovation and transformation strategies and programs.

The group is focused on building more liveable, workable and sustainable cities, using data analytics and digital technologies to prepare and make decisions for the changing needs of the community, the environment and the economy. Bi-monthly sessions have been ongoing since October 2020 covering Current State Analysis, Smart Cities Pulse Check and 5G Testbeds. Future sessions will cover Smart City



## **Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March**

### **Council Plan 2017-2021 : Year 4**

2020/21 Annual Plan Quarterly Progress Report - March

Foundations, Digital Twins and Building Information Modelling, Building a Data Culture, Smart Parks and Precincts, and the Internet of Things.

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 6 . A connected Yarra

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

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








#### Strategies

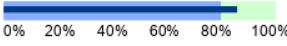

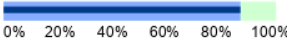

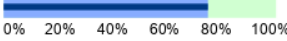

Council's work to achieve this Strategic Objective includes the following strategies :

- 6.1 Manage traffic movement and promote road safety within local roads
- 6.2 Work in partnership with Vicroads and influence traffic management and road safety on main roads
- 6.3 Investigate and implement effective parking management options
- 6.4 Improve accessibility to public transport for people with mobility needs and older people
- 6.5 Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness
- 6.6 Advocate for increased infrastructure and performance of public transport across Melbourne

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

#### Action Progress Summary

-  At least 90% of action target achieved
-  Between 75 and 90% of action target achieved
-  Less than 75% of action target achieved
-  Not Started
-  Completed
-  Target
-  % Complete

Action	Start Date / End Date			
6.01 Review parking practices and options throughout the municipality	01/07/20 30/06/21			
6.02 Public Transport Advocacy	01/07/20 30/06/21			
6.03 LAPM Policy review	01/07/20 30/06/21			

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

#### 2020/21 Annual Plan Quarterly Progress Report - March

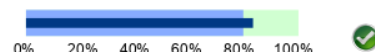
##### 6.01 Review parking practices and options throughout the municipality

###### Council Plan Initiative

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

###### Action

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



**Branch** Compliance and Parking Services

###### Quarterly Milestones

<b>September</b>	Review parking guidelines and enforcement practices in line with demand, occupancy rates, safety and the needs of businesses in commercial zone
<b>December</b>	Investigate and utilise technology options to evaluate available data to streamline enforcement practices and variable pricing options
<b>March</b>	Extend the roll-out of in-ground sensors and report to Council on actions taken to implement Council's policy of there being on 4 ways of legally parking in Yarra Examine and implement communication opportunities to educate the community in correct parking behaviour and Council policies
<b>June</b>	Examine and implement as appropriate consistent restrictions within identified commercial shopping strips
<b>Quarterly Progress Comments</b>	Parking officers are using sensor relay data on-street to improve enforcement practices in the three trial streets. The Team Leader and senior officers are using sensor reporting to identify improvements in enforcement in the sensor locations throughout the municipality. reports have been developed to review street occupancy to evaluate variable pricing options.

The parking guidelines and the parking enforcement policies and procedures have been reviewed and updated.

##### 6.02 Public Transport Advocacy

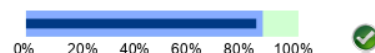
###### Council Plan Initiative

Advocate to the State Government for improved accessibility to public transport services

###### Action

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

- DDA (Disability Discrimination Act) tram stops in Bridge Road (east of Church St) and Swan Street,
- increased rollout of electric buses in routes through Yarra,
- improved interchanges amongst modes to better service users,
- trialling changed tram stop locations in Brunswick Street to assist in improved public spaces and safer cycling opportunities,
- Melbourne Metro 2 (MM2) linking the Clifton Hill rail group lines with the central city,
- NEL-Eastern Freeway busway remedying the gap east-west along Alexandra Parade, and
- bus or other public transport services for the AMCOR development and linking Victoria Street East with Richmond/Burnley.



**Branch** Strategic Transport

###### Quarterly Milestones

<b>September</b>	Continue to advocate to the State Government to require providers to increase electric buses on routes in Yarra Continue to advocate for DDA tram stops in Bridge Road east
<b>December</b>	Continue to advocate for east west public transport improvements along Alexandra Parade Actively advocate for changes to tram stops in Brunswick Street to enable improved public spaces and safer cycling

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

## Council Plan 2017-2021 : Year 4

## 2020/21 Annual Plan Quarterly Progress Report - March

<b>March</b>	Continue to advocate for a bus route from Burnley Station to the northern suburbs via Chandler Highway past the former AMCOR site Advocate to the State Government for MM2 to connect to the Clifton Hill group of lines
<b>June</b>	Continue to actively assist Department of Transport on any proposed improvement projects to the public transport system in Yarra Continue to advocate for improved DDA compliance at train stations in Yarra
<b>Quarterly Progress Comments</b>	Council continues to advocate to the State Government for improved public transport and increase electric buses on routes in Yarra as part of on going discussions about bus network planning with PTV.  The Department of Transport have submitted a business case for consideration in the State Government budget process for the establishment of a bus route from Burnley Station to the northern suburbs via Chandler Highway.

## 6.03 LAPM Policy review

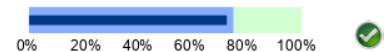
Council Plan Initiative

Transition Local Area Traffic Management program to Local Area Place Making programs

Action

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

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

Branch *Infrastructure Traffic and Civil Engineering*

## Quarterly Milestones

<b>September</b>	Develop draft LAPM Policy following internal consultation
<b>December</b>	Present draft LAPM Policy to Council
<b>March</b>	Present final LAPM policy to Council for endorsement
<b>June</b>	Commence implementation of LAPM Policy
<b>Quarterly Progress Comments</b>	Councillors were briefed in December on the Road Safety Study Policy (RSSP) which was presented as an alternative approach to addressing local road safety and proposed to replace the previous LAPM Policy. Officers are currently working to ensure alignment of the RSSP with the Placemaking Framework, Integrated Transport Strategy and Green New Deal, with the intent to present this back to Council for consideration before the end of June.

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### 7 . A leading Yarra

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

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






Strategies








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

- 7.1 Ensure Council's assets and financial resources are managed responsibly to deliver financial sustainability
- 7.2 Continue to develop a culture of continuous improvement and innovation
- 7.3 Maintain a culture of transparency, governance, ethical practice and management of risks that instils a high level of community respect and confidence in Council decision-making
- 7.4 Ensure Council services are efficient, well-planned, accessible and meet community needs
- 7.5 Provide the community with meaningful and genuine opportunities to contribute to and participate in Council planning and decision making processes with a focus on young people, hard to reach and traditionally underrepresented communities
- 7.6 Enable greater transparency and access to the conduct of Council Meetings
- 7.7 Develop innovative Smart City solutions in collaboration with Government, Industry and Community which will use open data technology
- 7.8 Continue a 'customer centric' approach to all service planning and delivery
- 7.9 Advocate for the best interests of our community

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

#### Action Progress Summary

-  At least 90% of action target achieved
  -  Between 75 and 90% of action target achieved
  -  Less than 75% of action target achieved
  -  Not Started
  -  Completed
- Target % Complete



Action	Start Date / End Date		
7.01 Develop Governance Rules	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	
7.02 Develop a Public Transparency Policy	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	
7.03 Develop a Community Vision	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	
7.04 Our Voice, Our Actions, Our Customer Experience (CX): CX Program 2020-2022	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	
7.05 Mid-Year Budget Review	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	
7.06 Business Improvement	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	
7.07 Your Say Yarra Youth Forums	01/07/20 30/06/21	<div><div></div></div> 0% 20% 40% 60% 80% 100%	



## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

Action	Start Date						
	/ End Date						
7.08 Develop and implement the Risk Management Framework	01/07/20			0%	20%	40%	60%
	30/06/21						
							80%
							100%
							

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

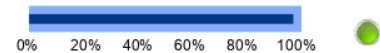
#### 7.01 Develop Governance Rules

Council Plan Initiative

Provide training and re-enforcement of good governance practices

Action

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



Branch *CEO Office*

##### Quarterly Milestones

**September** Continue development of Governance Rules

**December** Present Governance Rules to Council for adoption

**Quarterly Progress** The revised Governance Rules were adopted by Council in August 2020 after a period of public consultation.

**Comments**

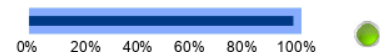
#### 7.02 Develop a Public Transparency Policy

Council Plan Initiative

Provide training and re-enforcement of good governance practices

Action

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



Branch *CEO Office*

##### Quarterly Milestones

**September** Continue development of the Public Transparency Policy

**December** Present Public Transparency Policy to Council for Adoption

**Quarterly Progress** The Public Transparency Policy was adopted by Council in August 2020.

**Comments**

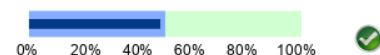
#### 7.03 Develop a Community Vision

Council Plan Initiative

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

Action

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



Branch *Corporate Planning and Performance*

##### Quarterly Milestones

**September** Commence engagement with internal stakeholders on future issues and opportunities

**December** Commence engagement with broad community on future issues and opportunities

**June** Commence preparation of the Community Vision for presentation to Council

Commence targeted, deliberative engagement with community to develop a Community Vision

## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

**Quarterly Progress Comments** Council is preparing for the deliberative panel sessions commencing in early May. An expression of interest process to select the representative panel has been completed and selection of participants will be finalised in the next quarter.

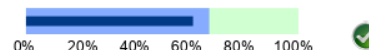
#### 7.04 Our Voice, Our Actions, Our Customer Experience (CX): CX Program 2020-2022

Council Plan Initiative

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

Action

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



**Branch** Customer Service

##### Quarterly Milestones

**September** Develop Organisation wide CX competencies

**December** Define and select business improvement projects to demonstrate value of CX

**June** Define and build a business partnering model

**Quarterly Progress Comments** A project to review customer payment channels has been determined. The project aims to improve current payment options to enable uniformity, accessibility and seamless online opportunities.

CX core competencies are included in the organisational competency framework.

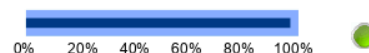
#### 7.05 Mid-Year Budget Review

Council Plan Initiative

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

Action

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



**Branch** Finance

##### Quarterly Milestones

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

**Quarterly Progress Comments** Review completed, adjustments to end of year financial results identified and a report presented to Council in February 2021

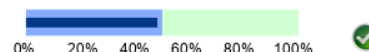
#### 7.06 Business Improvement

Council Plan Initiative

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

Action

Council's Business Improvement Framework identifies the operating context, goals, key activities, outputs and outcomes to be delivered. It incorporates a stronger and more consistent approach to continuous quality improvement. Implementation of the framework and staff training in continuous improvement methodologies will ensure that Yarra's business improvement priorities are driven by a stronger customer-focussed approach.



**Branch** Corporate Planning and Performance

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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

#### Quarterly Milestones

<b>December</b>	Support Post Covid-19 recovery and business continuity improvement planning Define, prioritise and action business improvement projects and activities Design and deliver the Business Improvement Program
<b>June</b>	Define, prioritise and action business improvement projects and activities Support Post Covid-19 Recovery and business continuity improvement planning Design and deliver the Business Improvement Program
<b>Quarterly Progress Comments</b>	<p>In August and September, the Business Improvement Unit facilitated Divisional Management Team and DMT+ online workshops. The purpose of this consultation: • Consider customer impacts due to Covid 19 restrictions, reflect on and share important learnings, • Identify priority projects for the Division and consider their implementation under the banner of the CX Plan and/or other strategic priorities.</p> <p>The customer payments project team has mapped end-to-end processes and identified pain points for each payment type.</p> <p>Developed process maps for the COVID-19 Response and Recovery Team illness protocol to assist managers in understanding and incorporating COVID-19 safe measures in their daily practice/ staff management.</p> <p>Learning Management System, in partnership with Organisational Development and Information Services, utilised a change management approach for the introduction of LMS/OWL, the new corporate training calendar. It was launched late March 2021.</p> <p>Delivery of online training for Introduction to Process Mapping was a key focus for the BIU. Process mapping offers a visual representation of business processes so they can be better understood, adapted and improved. It helps to ensure transfer of knowledge, consistency and transparency across the organisation. An easy to use software – Promapp – is used to assist in the training for process mapping.</p> <p>A total of 12 online training sessions were facilitated with 44 participants. Follow up training and support is provided by the BIU to all participants. To date, approximately 300 business processes have been documented for the organisation. Planning for expanded delivery of the Improvement Program is underway for 2021.</p>

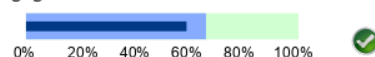
#### 7.07 Your Say Yarra Youth Forums

Council Plan Initiative

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

Action

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



**Branch** Family, Youth and Children's Services

#### Quarterly Milestones

<b>September</b>	Establish online platform for young people to have their say on issues affecting them in Yarra, and contribute to community consultations (via Your say Yarra website)
<b>December</b>	Provide advocacy and media training for young people
<b>June</b>	Support young people to meet with Councillors via Your Say Yarra Youth Forums (min. 4 per year)
<b>Quarterly Progress Comments</b>	<p>Your Say Yarra youth forums were put on hold due to COVID-19 restrictions, in their place Yarra Youth Services provided other youth engagement opportunities (including Yarra Youth @ Front, and Yarra Youth Ambassadors programs), and is working with NJC to develop ongoing mechanisms for youth engagement with Council and other key decision makers in Yarra. A briefing of Councillors on the progress of the alternate forums and alternative approaches for Councillor meetings with Youth members is scheduled for May.</p>

#### 7.08 Develop and implement the Risk Management Framework

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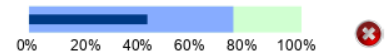
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## Attachment 1 - 2020/21 Annual Plan Quarterly Progress Report - March

### Council Plan 2017-2021 : Year 4

2020/21 Annual Plan Quarterly Progress Report - March

Council will develop and implement a Risk Management Framework.



**Branch** *Risk and Safety*

#### Quarterly Milestones

**September** Present Risk Management Framework to Executive for approval

**December** Develop Risk Management training program

**March** Complete Risk Management training program

**June** Review effectiveness of Risk Management Framework

**Quarterly Progress** The decision was made to go out to the organisation to consult on the risk matrix and framework prior to presentation to Executive and audit committee.

**Comments** Development of the Risk Management training program has been completed.



## 8.5 Edinburgh Gardens Working Group

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<b>Reference</b>	D21/43598
<b>Author</b>	Ivan Gilbert - Group Manager Chief Executive's Office
<b>Authoriser</b>	Group Manager Chief Executive's Office

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### Purpose

1. To determine on the appointment of an Edinburgh Gardens Working Group in accordance with the Council resolution of 15 December 2020 to:  
*“4(a) establish an Edinburgh Gardens Working Group of regular park users, local residents and a representative of Fitzroy North Primary School, to inform future management of the gardens in peak periods over summer and public holidays;”*
2. The full resolution can be found at **Attachment Two**.

### Critical analysis

#### History and background

3. There have been several occasions in recent years where inappropriate activities at the Edinburgh Gardens have created situations which have caused:
  - (a) very considerable cost to the Council;
  - (b) extensive damage to public and private property; and
  - (c) great concern, inconvenience and indeed risk to each of the Council, community members, nearby residents, police and emergency services members.

#### Discussion

4. On 15 December 2020, Council carried the resolution at **Attachment Two**. Due to the impost of COVID-19 constraints on some consultation avenues, processing of a number of elements of that resolution had been deferred for a period.

#### Options

5. Clearly Council's intention is to establish a working group *“to inform Council on future management of the gardens in peak periods over summer and public holidays;”*.
6. Such advice would be intended to include comments including on such as:
  - (a) any types of activities suggested as not considered appropriate to be held at the gardens and the reasons for same;
  - (b) any special conditions considered applicable to particular uses and activities at the gardens;
  - (c) the review of the Consumption of Liquor in a Public Place Local Law, later in 2021;
  - (d) any considerations which would come under the Council's current General Local Law; and
  - (e) the Council Order under the Domestic Animal's Act.
7. As outlined in the **Attachment One** there is a suggested representational make-up of the Working Group, selection criteria and a meeting frequency of the committee.

## Community and stakeholder engagement

8. Based upon the note in Council's resolution to *"establish an Edinburgh Gardens Working Group of regular park users, local residents and a representative of Fitzroy North Primary School,"* it is thus proposed to form a representative Working Group comprising say **twelve** members and including:
  - (a) **four** local resident members;
  - (b) **one** representative drawn from Fitzroy North Primary School;
  - (c) **two** members drawn from the Edinburgh Gardens sporting community which comprises:
    - (i) Fitzroy Tennis Club;
    - (ii) Fitzroy Football Club;
    - (iii) Fitzroy Junior Cricket Club;
    - (iv) Edinburgh Cricket Club;
  - (d) **two** casual Park users, and
  - (e) **three** Councillors.
9. This composition has been proposed on the basis that it provides a balanced mixture of participants, without making the overall participation number unwieldy. While it is not proposed to have dedicated positions for persons meeting certain demographic criteria (such as a defined number of young people, for example), the selection criteria set out in the attached terms of reference provides that these considerations be taken into account when making committee appointments.
10. It is proposed that expressions of interest for membership be sought as follows:
  - (a) For the local resident representatives – through a call for interest in Council's social media channels, signage on site and direct notification of previously interested parties;
  - (b) For the sporting community representatives – through direct approach to each of the named Clubs asking them to collectively nominate the two representatives; and
  - (c) For the casual Park users – through a call for interest in Council's social media channels and signage on site.
11. Following the expression of interest process, the appointment of members will be made in accordance with the Council Committees Policy and in consultation with the appointed Councillors.
12. In accordance with the Council Committees Policy and in order to enable the first meeting of the committee to be held without delay, it is not proposed to seek a further resolution to appoint the membership of the committee. In the event that the appointed Councillors could not agree on the committee makeup, a further resolution would be sought. Such a delay would likely mean the committee could not commence meeting until August.

## Policy analysis

### Alignment to Council Plan

13. The following objectives are considered applicable:
  - (a) **A Healthy Yarra** – where community health, safety and wellbeing are a focus in everything we do;
  - (b) **An Inclusive Yarra** – as a place where inclusion, diversity and uniqueness are welcomed, respected and celebrated; and

- (c) **A Leading Yarra** – where transparency, performance and community participation drive the way we operate.

#### Climate emergency and sustainability implications

14. The Council has invested significant resources in sustainability programs and works at the Gardens and needs to ensure protection to these works and facilities from any inappropriate activities.

#### Community and social implications

15. Having regard to previous inappropriate activities which occurred at the gardens and the significant adverse impact they had on the gardens and the formal playing surfaces, streets and lanes in the vicinity of the gardens and indeed the community and private property in reasonable proximity to the Edinburgh Gardens, there are potential community and social implications which can arise from inappropriate activities in the gardens and environs.

#### Economic development implications

16. Not particularly relevant to this report.

#### Human rights and gender equality implications

17. The above referenced inappropriate activities greatly heightened the risk of infringement of people's human rights and certainly heightened the risk of safety concerns for all genders. It is therefore considered essential to have a management regime which will oversee use of, and activities allowed in the Gardens, and to ensure respect to all users.

### Operational analysis

#### Financial and resource impacts

18. The referenced inappropriate activities caused the Council to incur very substantial costs in clean-up and repairs and it is therefore considered essential to have a management regime which will minimise the risk of any such re-occurrence.

#### Legal Implications

19. The Council as Committee of Management of the Gardens has formal responsibility for the effective management and oversight of the Gardens such to ensure a diverse community may enjoy the facility in the spirit of equity, safety and respect.

### Conclusion

20. That Council review the report on the proposed Working Group make-up, the meeting arrangements and the information to be sought from the Working Group and now approve:
- (a) the Terms of Reference for the group;
  - (b) the Councillor membership for the group; and
  - (c) the process of seeking public expressions of interest.

### RECOMMENDATION

1. That Council:
- (a) establish the Edinburgh Gardens Working Group in accordance with the Terms of Reference at **Attachment One**;
  - (b) appoint Cr \_\_\_\_\_, Cr \_\_\_\_\_ and Cr \_\_\_\_\_ to the working group;
  - (c) commence a public invitation for expressions of interest for the community positions and appoint the membership in accordance with the committee terms of reference; and
  - (d) hold the first meeting of the Edinburgh Gardens Working Group in July 2021.

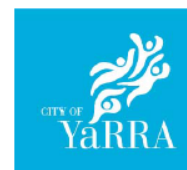
## Attachments

- 1 [↓](#) Edinburgh Gardens Working Group Terms of Reference
- 2 [↓](#) Council Resolution - 15 December 2021

## Attachment 1 - Edinburgh Gardens Working Group Terms of Reference

## Edinburgh Gardens Working Group

## TERMS OF REFERENCE



<b>Type</b>	Project Reference Group
<b>Purpose</b>	<p>To advise and inform Council on future management of the Gardens in peak periods over summer and public holidays, including comments on:</p> <ul style="list-style-type: none"> <li>any types of activities suggested as not considered appropriate to be held at the Gardens and reasons for same;</li> <li>any special conditions considered applicable to particular uses/activities at the Gardens;</li> <li>the review of the Consumption of Liquor in a Public Place Local Law;</li> <li>any considerations which would come under the Council's General Local Law; and</li> <li>the Council Order under the Domestic Animals Act 1994.</li> </ul>
<b>Objectives</b>	<p>The Working Group will seek to achieve an arrangement at Edinburgh Gardens which will establish an environment for all community to have respectful and safe access to visit the Gardens for recreation and / or leisure purposes:</p> <ul style="list-style-type: none"> <li>without the need for Council to introduce additional alcohol bans;</li> <li>in a manner which will see all users respect the rights and desires of other users to enjoy the Gardens peacefully; and</li> <li>in a manner which will respect the Gardens and local environment including adjacent residents, their properties and the surrounding public laneways and to properly use the Gardens and provided facilities.</li> </ul> <p>The Working Group will strive for an arrangement that ensures respect for the human rights and maximises the safety for all users and visitors to the Gardens.</p>
<b>Membership</b>	<p>The Committee will comprise twelve members as follows:</p> <ul style="list-style-type: none"> <li>(a) <b>four</b> local resident members;</li> <li>(b) <b>one</b> representative drawn from Fitzroy North Primary School;</li> <li>(c) <b>two</b> members drawn from the Edinburgh Gardens sporting community which comprises:             <ul style="list-style-type: none"> <li>(i) Fitzroy Tennis Club</li> <li>(ii) Fitzroy Football Club</li> <li>(iii) Fitzroy Junior Cricket Club</li> <li>(iv) Edinburgh Cricket Club</li> </ul> </li> <li>(d) <b>two</b> casual Park users, and</li> <li>(e) <b>three</b> Councillors.</li> </ul>
<b>Chairperson</b>	The Chairperson shall be the appointed Councillors on a rotating basis.



## Attachment 1 - Edinburgh Gardens Working Group Terms of Reference

<b>Selection Criteria</b>	<p>Officers shall determine the membership to ensure the working group represents the diverse users of the gardens, residents and key stakeholders.</p> <p>In making selections, officers shall have regard to:</p> <ul style="list-style-type: none"> <li>• Ensuring the committee reflects the diverse demographics of the Yarra community, with particular regard to age, ethnicity and gender.</li> <li>• Including people with initially different viewpoints and approaches to the management of the Gardens.</li> <li>• Involving persons who have been involved in recent representations to Council regarding the management of the Gardens.</li> </ul> <p>Before making the final appointments to the Working Group, officers shall consult with the appointed Councillors.</p>
<b>Meeting arrangements</b>	<p>The Project Reference Group will meet once in each of July, August, September and October.</p> <p>Meetings will be held at the Edinburgh Gardens Community Room, Fitzroy North.</p>
<b>Sunset</b>	<p>The Committee will sunset on 19 October 2021.</p> <p>Notwithstanding the sunset, committee members may be invited to reconvene informally on a one-off basis to assess the impacts of their advice following the 2021/2022 summer period.</p>

### Extract from the Council Committee Policy

#### **Behaviour**

Committee Members are expected to support the objectives of the Committee and participate in meetings in a positive and constructive manner. Committee Members have been brought together to share diverse views, actively listen to contrary arguments and be open to different interpretations and suggestions.

#### **Attendance**

An appointed member absent for three or more consecutive meetings without leave or reasonable explanation may be requested to explain their absence. In the event that absenteeism of a member is ongoing, the Committee Secretariat may request the Chief Executive Officer (in consultation with Councillors) to declare the position vacant.

#### **Public statements**

Committee members, with the exception of the Chair, must not make statements to the media or on social media about Council business or items discussed by the Council Committee in a way that purports to represent the views of the Council or Council Committee or discloses or reveals confidential information provided to them in the course of committee business.

#### **Dissent**

Committee members are not expected to agree with all advice of the Committee and are free to respectfully express their dissenting view during meetings of Council Committees.

Committee Members who are repeatedly unable to agree with or support the advice of the Council Committee are advised to consider their ongoing membership of the Council Committee.

## Attachment 2 - Council Resolution - 15 December 2021

### Attachment 2

#### COUNCIL RESOLUTION - 15 DECEMBER

1. *That Council:*
  - (a) *does not support any extension or amendment to the Consumption of Liquor in Public Places Local Law to remove Edinburgh Gardens as a prescribed place;*
  - (b) *notes the concerns raised by some residents concerning safety in and around Edinburgh Gardens; and*
  - (c) *notes the significant response provided by Council officers and the resources already dedicated to managing the issues.*
2. *That Council also acknowledges:*
  - (a) *the disruption to residential amenity that the behaviour of some park users has caused in recent months, post-COVID lockdown, and the distress that has caused to some residents;*
  - (b) *the strong community opposition to an extension of this ban beyond the current 9 pm to 9am specified in the local law;*
  - (c) *recognises immediate action is required and that it may be an evolving situation requiring a flexible approach; and*
  - (d) *the lack of data available about the level of illegal conduct in and around the gardens.*
3. *That Council:*
  - (a) *delegates a determination by the CEO prior to the next Council meeting, if the provision of further resources are required including:*
    - (i) *whether additional toilets or porta loos are needed, further to those recently provided;*
    - (ii) *whether an increased cleaning regime is desirable noting the all day cleaning regime on peak days at present;*
    - (iii) *whether some toilet accessibility should be provided at all times;*
    - (iv) *ensuring the distribution of any additional toilets are placed in such a way that the whole park is serviced; and*
    - (v) *ensuring positive signage is provided to inform visitors of any new toilets;*
  - (b) *delegates a determination by the CEO prior to the next Council meeting, if additional rubbish bins, recycling and waste management are needed;*
  - (c) *requests that where action is determined by the CEO to necessary under 2(a) or (b) above, that, Officers implement the measures and/or install additional facilities as quickly as possible;*
  - (d) *request Yarra staff continue to engage in laneway cleaning of all surfaces, not just bluestone paving, where necessary and possible given heritage fabric of some walls and fences; and*
  - (e) *requests a positive communications campaign to encourage appropriate behaviours and respect for neighbouring residential areas.*

## Attachment 2 - Council Resolution - 15 December 2021

### Attachment 2

#### COUNCIL RESOLUTION - 15 DECEMBER

4. *That Council:*
  - (a) *establish an Edinburgh Gardens Working Group of regular park users, local residents and a representative of Fitzroy North Primary School, to inform future management of the gardens in peak periods over summer and public holidays;*
  - (b) *request officers to provide a Terms of Reference for this working group be provided to the first council meeting in 2021 with EOs to be held during February and the working group meet as soon as possible after;*
  - (c) *that officers ensure the working group represent the diverse users of the Gardens, residents and key stake holders; and*
  - (d) *that the working group meet as soon as possible after the conclusion of the selection process.*
5. *In the longer term,*
  - (a) *request officers provide an update report in March detailing:*
    - (i) *the estimated numbers of visitors to Edinburgh Gardens each weekend and public holiday over summer;*
    - (ii) *the number of incidents involving threats to public safety reported to council and/or police; and*
    - (iii) *the number of incidents reported to Council by police which involved fines or arrests in this period;*
  - (b) *request this report include an assessment of the number of public toilets needed to serve this number of visitors and a plan for making more permanently available by:*
    - (i) *including publicly available toilets in the redevelopment of the pavilion/ tennis club precinct;*
    - (ii) *proposals for refurbishing the Emely Baker building to incorporate permanent publicly available toilets;*
    - (iii) *the proposed a location for a new additional permanent toilet block in Edinburgh Gardens; and*
    - (iv) *opportunities for state government funding to support this regional infrastructure;*
  - (c) *request that this report also be provided to the working group described above.*
6. *That Council request the CEO ensure that a cross-organisational approach continue to be taken in monitoring and responding to the use of Edinburgh Gardens with a key contact person identified for the community and that regular reports be provided to council and the local community.*
7. *That, should it be considered necessary, a Special Council meeting be convened in January to determine any further action."*

**CARRIED UNANIMOUSLY**

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## 8.6 Councillor attendance at the ALGA National General Assembly and change to Council meeting date

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<b>Reference</b>	D21/42370
<b>Author</b>	Rhys Thomas - Senior Governance Advisor
<b>Authoriser</b>	Group Manager Chief Executive's Office

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### Purpose

1. To:
  - (a) authorise the attendance of Councillors Gabrielle de Vietri (Mayor) and Amanda Stone at the Australian Local Government Association National General Assembly in Canberra from 20 to 23 June 2021; and
  - (b) alter the date of the Council Meeting scheduled for 22 June 2021.

### Critical analysis

#### History and background

2. The Australian Local Government Association National General Assembly is being held this year in Canberra from 20 to 23 June 2021. Following an invitation to all Councillors, Cr Gabrielle de Vietri (Mayor) and Amanda Stone have expressed an interest in attending the event to represent the City of Yarra.
3. Council's Councillor Support Policy provides that: *"subject to the availability of funds, Council shall meet the cost of registration fees, accommodation, travelling expenses, meals and other incidental expenses associated with authorised attendance at conferences and seminars" and that "events interstate or overseas may be attended following approval by the Council. Councillors are encouraged to nominate themselves as early as possible to enable the preparation of a report to a subsequent Council meeting. Where approval is granted, Council shall meet associated expenses, subject to any conditions or limitations determined by the Council."*
4. A Council meeting is scheduled for 22 June 2021. Council's Governance Rules provide that *"Council may change the date, time and place of any Council meeting which has been fixed by it and must provide reasonable notice of the change to the public."*

#### Discussion

5. The Australian Local Government Association holds its National General Assembly each year in June. The National General Assembly is held in Canberra, and is an opportunity for Councils across Australia to come together and meet with each other, as well as leaders from the Federal and State Governments (including the Commonwealth Minister for Local Government and the Shadow Minister). The Assembly is also a forum where Councils can submit motions to be debated to set the agenda for the Association for the year ahead. In previous years, Council has submitted a number of successful motions.
6. In 2020, the National General Assembly was cancelled due to the COVID-19 pandemic and at the time of scheduling the 2021 Council meetings it was not known whether the 2021 Assembly would proceed, or be conducted in a virtual format. It has since been confirmed that the Assembly will take place in Canberra from 20 to 23 June 2021.
7. At the Council meeting on 16 March 2021, Council resolved to submit two motions to the Assembly, and on 30 March 2021 a further resolution was endorsed. While these motions will be considered regardless of the attendance of a representative of the Yarra City Council, having a Councillor in attendance will enable the motions to be formally presented by Yarra

Council and for Council to have a voice in the subsequent debates. The motions to be considered are:

- (a) Funding for local government climate action and adaptation;
  - (b) Treaty on the prohibition of nuclear weapons; and
  - (c) Jobseeker rate.
8. In order to enable Yarra's Councillors to attend the National General Assembly and present Council's motions on the floor, it is also necessary to reschedule the Council meeting set for 22 June 2021. While it is possible to proceed with a Council meeting with as many as four Councillors absent, the last meeting in June is planned to consider Council's Annual Budget, and it is desirable to enable as many Councillors as possible to be in attendance for this matter.
9. It is therefore recommended that the Council meeting be scheduled two days later than planned and held instead on 24 June 2021.

#### Options

10. Council can determine to approve attendance of Councillors or not to approve attendance by alternate resolution.
11. Council has the option of altering the proposed meeting date by alternate resolution.

#### Community and stakeholder engagement

12. No community engagement has been undertaken in the development of this report.

#### Policy analysis

##### Alignment to Council Plan

13. The attendance at conferences enables discussion with Councillors across the nation to compare issues, processes, services standards which assist Council in formulating its own policies. It also enables Council to fulfil its Council Plan commitment to "*advocate for the best interests of our community*" through the pursuit of a Strategic Advocacy Plan.
14. The establishment of a regular program of Council meetings and the clear communication of any changes to meeting dates underpins the Council Plan commitment to "*enable greater transparency and access to the conduct of Council Meetings*" and allows members of the public to attend and participate in the meetings in line with its strategic advocacy program.

##### Climate emergency and sustainability implications

15. In making travel bookings, arrangements will be made to recognise the climate emergency and to minimise the impact of the travel and accommodation on the environment, by booking sustainable options where available and practicable and taking up relevant carbon offsets.

##### Community and social implications

16. No community or social implications are presented in this report.

##### Economic development implications

17. No economic development implications are presented in this report.

##### Human rights and gender equity implications

18. No human rights or gender equity implications are presented in this report.

#### Operational analysis

##### Financial and resource impacts

19. The cost of travel, accommodation and ancillary costs are estimated at \$1,000 per attending Councillor, plus the cost of the conference itself (\$989). Provision is made in Council's budget for Councillor to attend approved conferences.



20. Council's budget contains a necessary provision for the conduct of the Council meeting program. Altering the meeting schedule will not have an impact on Council's budget.

#### Legal Implications

21. There are no legal issues concerned with attendance by Councillors at the event, save compliance with the adopted Councillor Support Policy.
22. Chapter 2, Clause 7 of the City of Yarra Governance Rules 2020 provides that "*Council may change the date, time and place of any Council meeting which has been fixed by it and must provide reasonable notice of the change to the public.*" It is proposed that such notice be provide via Council's social media channels and on Council's website.

#### Conclusion

23. It is recommended that Council:
- (a) authorise the attendance of Councillors Gabrielle de Vietri (Mayor) and Amanda Stone at the Australian Local Government Association National General Assembly in Canberra from 20 to 23 June 2021; and
  - (b) reschedule the Council Meeting scheduled for 22 June 2021 to 24 June 2021.

#### RECOMMENDATION

1. That in accordance with the Councillor Support Policy, Council authorise the attendance of Councillors Gabrielle de Vietri (Mayor) and Amanda Stone at the Australian Local Government Association National General Assembly in Canberra from 20 to 23 June 2021 at an estimated cost of \$1,989 per person.
2. That Council:
- (a) reschedule the Council meeting scheduled for 22 June 2021 to the same time on 24 June 2021 (7.00pm for the public session, and 6.30pm for the closed session if required); and
  - (b) provide notice to the community of the change via its social media channels and Council's website.

#### Attachments

There are no attachments for this report.

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## 8.7 Inner Melbourne Action Plan (IMAP) Implementation Committee

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<b>Reference</b>	D21/45093
<b>Author</b>	Justin Kann - Senior Advisor, Strategic Advocacy
<b>Authoriser</b>	Group Manager Advocacy and Engagement

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### Purpose

1. To provide an overview of proposed changes to the Inner Melbourne Action Plan (IMAP) Implementation Committee and seek endorsement for Council to join an expanded group made up of inner Melbourne councils with a focus on advocacy and delivering collaborative partnerships.

### Critical analysis

#### History and background

2. The Inner Melbourne Action Plan Implementation Committee or IMAP was established in 2005 to deliver on the State Government's "Melbourne 2030" planning agenda and to drive change across the inner Melbourne municipalities in key areas including economic development, transport and sustainability.
3. The current IMAP group consists of five councils – the Cities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong – as well as State Government representatives from the Department of Environment, Land, Water and Planning (DELWP), Department of Transport (DoT) and VicRoads, Department of Jobs, Precincts and Regions (DJPR), and Victorian Planning Authority.
4. IMAP was initially constituted under the Local Government Act 1989 by member Councils establishing identical section 86 special committees. In 2020, with the introduction of the Local Government Act 2020, IMAP became a joint delegated committee pursuant to section 64 of the Act.
5. IMAP's 2016-2026 Plan identifies 27 strategies across five goals to help build creativity, liveability, prosperity and sustainability across a range of diverse neighbourhoods experiencing rapid growth. It operates under the brand 'Making Melbourne More Liveable'.
6. While all current IMAP members remain committed to the goals, it has become clear that IMAP in its current form is no longer fit for purpose. Further, changes implemented with the making of the Local Government Act 2020 have also created a number of administrative inefficiencies which make the continuation of IMAP in its current form unsustainable.
7. There is interest from current IMAP members to expand the group to strengthen its mandate and influence and to sharpen its strategic focus while improving its value proposition for local residents and the community.

#### Discussion

8. While the current IMAP group is valued for its stability and longevity, members have found that its work has become too fragmented and a relatively "micro" focus of the agenda has limited its effectiveness.
9. Compared to other Council peak bodies, it is a relatively small group, focused on coordinating internal projects rather than representing inner Melbourne. It lacks a broader profile by which it can influence and represent the interests of local communities in the public debate.
10. There is unanimous agreement that the primary focus of IMAP moving forward should be advocacy, with a sharp focus on three to five key strategic issues.

11. There is also a strong appetite to expand the group to include Hobsons Bay, Moonee Valley, Moreland and Darebin Councils, to better represent inner Melbourne and its communities who face similar challenges and opportunities due to their demographics and geographic location.
12. A coalition of the nine inner-most Councils, unified with a shared vision for Melbourne, has the potential to be a major influence on State and Commonwealth policy and funding. It would represent 18 per cent of the Victorian population, or almost 1.2 million people. The working title for the expanded group is M9.
13. It is proposed that the group adopt key aspects of the successful Council of Mayors (South East Queensland) model, including reflecting its focus on advocacy, consistent branding and leadership approach.
14. Rather than using a joint delegated committee, the group would be established under a more agile Memorandum of Understanding (MoU).
15. It would involve the Mayor and CEO from each member Council who would meet to set and monitor strategy and undertake joint advocacy with the capital city Lord Mayor serving as inaugural Chair.
16. The group would also seek to formalise its advocacy efforts to include regular engagements with key State Government representatives such as the Premier, Treasurer and Minister for Local Government.
17. Projects underway or proposed in the IMAP 2016-2026 plan would be reviewed. It is recommended that shared projects are managed through other vehicles, allowing for a focus on advocacy work.
18. Subject to agreement from all current IMAP Councils, unexpended funds already contributed will be rolled over to support the new entity with additional contributions coming from new members.
19. Members agreeing adequate ongoing resourcing will be critical to the success of the project, however, the administration model and resourcing would depend on the final agreed scope and scale of M9.
20. Stakeholder consultation was conducted with all existing IMAP members to inform the analysis and recommendations in this report. Stakeholder consultation has also occurred with the CEOs of Hobsons Bay, Moonee Valley, Moreland and Darebin who have all indicated an interest in joining this new group, subject to the agreement of their own Councils.
21. IMAP members including the Cities of Maribyrnong, Stonnington and Port Phillip have resolved to join an expanded group in place of IMAP. A similar proposal is also expected to be considered by Melbourne City Council.

#### Options

22. This report proposes a way forward for IMAP and seeks the agreement of Council to reform the current model in favour of an expanded, more agile group with a focus on advocacy and strategic partnerships. This report does not seek to endorse specific focus areas which would be agreed through further consultation and engagement with member councils.

#### Community and stakeholder engagement

23. Stakeholder consultation was conducted in 2020 with the then Mayors and CEOs of the five IMAP councils on the group's purpose, projects and future. State Government stakeholders familiar with IMAP's work were also consulted.
24. The CEOs of Hobsons Bay, Moonee Valley, Moreland and Darebin have all been consulted and indicated an interest in joining the proposed new group, subject to the agreement of their own Councils.

25. Discussions have also taken place in recent months amongst the current Mayors of M9 councils.

## Policy analysis

### Alignment to Council Plan

26. Continuation of Council's strategic advocacy program is outlined in strategic objective 7 (A Leading Yarra) of the Council Plan 2017–2021. The proposal put forward for an expanded group which focuses on advocacy across a core number of strategic issues would also benefit other objectives in the Council Plan.

### Climate emergency and sustainability implications

27. As a key focus of Yarra's advocacy agenda, sustainability and the climate emergency have been raised as potential topics for joint advocacy and would benefit significantly from the new group's ability to have greater influence and presence both with government and in the public debate.

### Community and social implications

28. An expanded group would provide even greater opportunities for Council to advocate on behalf of the community and raise important issues impacting local residents, organisations and business.

### Economic development implications

29. An expanded group would provide greater opportunities for Council to collaborate with other local government partners and support economic development within the inner Melbourne region. It would also be more likely to attract funding from State and Commonwealth governments and influence policy outcomes.

### Human rights and gender equality implications

30. There are no specific human rights or gender equality implications associated with this report.

## Operational analysis

### Financial and resource impacts

31. This report does not seek any specific financial contribution for the proposed M9 group but does recognise that agreeing adequate ongoing resourcing is critical to the success of the project.
32. It proposes that unexpended funds already contributed to IMAP from current member Councils be rolled over to support the proposed M9 with additional contributions coming from new members.
33. The administration model and resourcing for this new group, however, would depend on the final agreed scope and scale of the group.

### Legal Implications

34. IMAP was initially constituted under the Local Government Act 1989 by member Councils establishing identical section 86 special committees. In 2020, with the introduction of the Local Government Act 2020, IMAP became a joint delegated committee pursuant to section 64 of the Act.
35. This report proposes that the joint delegated committee be dissolved, and in its place, an expanded group be formed by way of a Memorandum of Understanding (MoU). The final scope and terms of which will be agreed after further consultation with member Councils.

## Conclusion

36. IMAP was established in 2005 to deliver on the State Government's "Melbourne 2030" planning agenda and to drive change across the inner Melbourne municipalities in key areas including economic development, transport and sustainability. The current group consists of five Councils – the Cities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong and – as well as State Government representatives.
37. While members remain committed to the principle of greater collaboration and working between inner Melbourne Councils, members have found that IMAP's work has become too fragmented and a relatively "micro" focus of the agenda has limited its effectiveness.
38. There is unanimous agreement that the primary focus of IMAP moving forward should be advocacy, with a sharp focus on three to five key strategic issues. There is also a strong appetite to expand the group to include Hobsons Bay, Moonee Valley, Moreland and Darebin Councils, to better represent inner Melbourne and its communities who face similar challenges and opportunities due to their demographics and geographic location.
39. The new group would be established by way of a Memorandum of Understanding (MoU) and would involve the Mayor and CEO from each member council.
40. IMAP members including the Cities of Maribyrnong, Stonnington and Port Phillip have resolved to join an expanded group in place of IMAP. A similar proposal is also expected to be considered by Melbourne City Council.

## RECOMMENDATION

1. That Council:
  - (a) pursuant to sections 11 and 64 of the Local Government Act 2020, dissolve the Inner Melbourne Action Plan Implementation Committee as a joint committee of Council and revoke the Instrument of Delegation by Council to the Inner Melbourne Action Plan Implementation Committee dated 18 August 2020;
  - (b) agrees to join an expanded group of inner Melbourne councils for the purpose of shared advocacy, with a working title of M9;
  - (c) approves the rollover of unexpended IMAP funds to fund the new group (M9);
  - (d) authorises the Chief Executive Officer to develop a Memorandum of Understanding with other participating councils to establish the new group and its operating principles;
  - (e) requests that the draft MoU, once developed in partnership with other participating councils, be presented to Council for endorsement; and
  - (f) requests that further information be provided to Council on proposed advocacy priorities.

## Attachments

There are no attachments for this report.



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## 9.1 Notice of Motion No. 3 of 2021 - E-Scooter Trials

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<b>Reference</b>	D21/46881
<b>Author</b>	Mel Nikou - Administration Officer - Governance Support
<b>Authoriser</b>	Group Manager Chief Executive's Office

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I, Councillor Herschel Landes, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 May 2021:

*“That Council:*

- (a) submit a competitive expression of interest to the Department of Transport to be considered for the Victorian Government’s electric scooter trial; and*
- (b) seek to act in collaboration with the City of Melbourne, and that the CEO of Yarra seek to work with the CEO of the City of Melbourne to form a joint MOU to establish rules, management and placement of the trial.”*

### **Background**

The Victorian Government recently announced that electric scooters will be trialled for up to 12 months in three Victorian council areas.

Starting later in 2021, the trial is seeking to ascertain out how e-scooters could be integrated safely into the transport network. It will be conducted in two metropolitan councils and one regional council.

The Council areas will be selected through a targeted expression of interest procedure overseen by the Department of Transport.

In a 2019 RACV survey, around 80 percent of Victorians said they would consider using an e-scooter and almost 60 percent said they would use e-scooters to replace car trips.

Given Yarra Council’s commitment to reducing transport emissions as part of its Climate Emergency Plan, high competition around parking, rapidly increasing population and commitment to reviving our local shopping strips and activity centres, Yarra is ideally placed to undertake the trial.

## RECOMMENDATION

1. That Council:

- (a) submit a competitive expression of interest to the Department of Transport to be considered for the Victorian Government’s electric scooter trial; and
- (b) seek to act in collaboration with the City of Melbourne, and that the CEO of Yarra seek to work with the CEO of the City of Melbourne to form a joint MOU to establish rules, management and placement of the trial.

## Attachments

There are no attachments for this report.