



Agenda

Council Meeting

7.00pm, Tuesday 15 February 2022

MS Teams

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 Sophie Wade | Mayor |
| • Cr Edward Crossland | Deputy Mayor |
| • Cr Gabrielle de Vietri | Councillor |
| • Cr Herschel Landes | Councillor |
| • Cr Anab Mohamud | Councillor |
| • Cr Claudia Nguyen | Councillor |
| • Cr Bridgid O’Brien | Councillor |
| • Cr Amanda Stone | Councillor |

Council officers

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

Municipal Monitor

- | | |
|------------------|-------------------|
| • Yehudi Blacher | Municipal Monitor |
|------------------|-------------------|

Leave of absence

- | | |
|--------------------|------------|
| • Cr Stephen Jolly | Councillor |
|--------------------|------------|

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

Nil

6. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 25 January 2022 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	Progress update on Yarra Energy Foundation July - December 2021	9	14	Michael Oke – Sustainability Unit Manager
8.2	Swan Street Streetscape Masterplan	34	41	Susan Stanes – Senior Coordinator Design and Place Making
8.3	Planning Scheme Amendment C280yara (32-68 Mollison Street Abbotsford) - Panel Report	168	179	Michael Ballock – Executive Planner
8.4	2021/22 Annual Plan Quarterly Progress Report - December	226	230	Julie Wyndham – Manager Corporate Planning and Performance
8.5	Finance Monthly Report December 2021 and Mid-Year Budget Review	264	266	Wei Chen – Chief Financial Officer
8.6	Proposed Discontinuance of Road at 1 Stephenson Street, Cremorne	279	282	Bill Graham – Coordinator Valuations

9. Notices of motion

Nil

10. Petitions and joint letters

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

11. Questions without notice

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

12. Delegate's reports

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

13. General business

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

14. Urgent business

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

8.1 Progress update on Yarra Energy Foundation July - December 2021

Executive Summary

Purpose

To provide an update on progress of the *Yarra Energy Foundation* (YEF) from 1 July to 30 December 2021, including actions against Key Performance Indicators (KPI's) in the current 'Funding Agreement' with Council.

Key Issues

Council has provided support for YEF in 2021-22 via a one-year Funding Agreement.

The 2021-22 Funding Agreement sets key outcomes sought and expected deliverables; and this report provides an update and review against the Funding Agreement from 1 July – 30 December 2021.

YEF has progressed a number of matters in the first half of this current Funding Agreement (2021-22) and has delivered well against the KPI expectations.

Financial Implications

There are no financial or resource impacts in the provision of this update report.

Note:

Council has provided \$370,000 to the Yarra Energy Foundation to deliver the services in the Funding Agreement in 2021-22.

Any funding proposals for YEF for future years beyond 1 July 2022, would be subject to Council budget considerations as part of the 22/23 budget processes and formal Council decisions.

PROPOSAL

That Council:

- (a) note the report provided by officers to inform Council of the progression of the *Yarra Energy Foundation* against the actions and achievement of milestones in the current funding agreement with Council for 2021-22;
- (b) thank the *Yarra Energy Foundation* for the significant work delivered against the approved Key Performance Indicators to date, showing solid progress on delivery of the set KPI's and towards a pathway of financial self-sufficiency, and
- (c) congratulate the *Yarra Energy Foundation* on the receipt of successful grants from the State Government in this period to support deployment of a 'community battery' in the City of Yarra, and the establishment of the new 'Metropolitan Community Power Hub'.

8.1 Progress update on Yarra Energy Foundation July - December 2021

Reference	D22/7265
Author	Michael Oke - Unit Manager Sustainability
Authoriser	Director Planning and Place Making

Purpose

1. To provide an update on progress of the *Yarra Energy Foundation* (YEF) from 1 July to 30 December 2021, including actions against Key Performance Indicators in the current 'Funding Agreement' with Council.

Critical analysis

History and background

2. In 2010, Council established YEF as an independent entity, with a focus to support Councils goal of carbon neutrality in the City of Yarra.
3. Since *establishment*, Council has provided ongoing funding and support to YEF, including 'Funding Agreements'.
4. The *2021-22 Funding Agreement* set the following as the key outcomes sought from this Agreement for 2021-22:
 - (a) **Towards YEF self-sufficiency:** YEF to deliver a clear pathway to grow and develop as a self-sufficient and financially independent organisation, less reliant on Council for funding into the future;
 - (b) **Enhanced YEF brand:** YEF to build new partnerships and undertake activities to raise YEF's brand awareness with key stakeholders;
 - (c) **Specific community emissions reductions in the City of Yarra:** Delivery of key assessments and projects in Yarra that will provide direct community emissions reductions in the municipality, aligned with the strategic direction of YEF and Council, and Council's Climate Emergency Plan, including the objective of net- zero community emissions by 2030; and
 - (d) **Enhanced sector offerings by YEF:** YEF to develop targeted program offerings for which there is demonstrated demand in the market and offer a strong community emissions reductions potential and clear financial benefit for YEF.
5. The Funding Agreement also set key deliverables by end 2021:
 - (a) Provision of a new **YEF Business Plan** to detail activities from FY21-22 to end of FY24-25 and provide a clear pathway to grow and develop as a self-sufficient and financially independent organisation, less reliant on Council for funding into the future;
 - (b) Tangible progress on pathway of **organisational growth** towards future self-sufficiency;
 - (c) Success in being proactive in building partnerships and undertaking activities to raise **YEF's brand awareness** within and beyond the boundary of the City of Yarra, and demonstrate regular and consistent public online presence in key policy areas;
 - (d) Delivery of a **Community Battery Roadmap** for Council detailing the potential role for Community Batteries in the City of Yarra to support the pathway to zero by 2030, including detailed emissions reductions potential;

- (e) Delivery of a **Commercial Solar and Battery Roadmap** for Council to present the viability of C&I solar, batteries and virtual power plant technology models as a new commercial-scale solution for Council to engage with businesses;
 - (f) Delivery of an Interim **Small to Medium Enterprise (SME) PPA Business Development Progress Report** to detail YEF's investigation into a potential new model(s) for facilitating individual Power Purchasing Agreements (PPA's) with SMEs within and outside of the City of Yarra; and
 - (g) Delivery of **final reports** for the Yarra Solar and Healthy Homes Programs.
6. This report provides Council with an update of YEF actions and achievements since 1 July 2021, and progress against the adopted Key Performance Indicators and metrics in the 2021/22 Funding Agreement.

Discussion

7. YEF has progressed a number of matters in this first half of this current Funding Agreement (2021-22) and has delivered well against the 'key outcomes sought' (see paragraph 5) and 'deliverables' (see paragraph 6) including the following:
- (a) YEF was awarded \$800,000 to install a community battery in the City of Yarra.
 - (i) this community battery will be the first of its kind in Australia and sets YEF and the City of Yarra as leaders in this evolving market;
 - (ii) the pilot project, guided by a local community reference group of Yarra residents, will develop a new scalable model for installing and operating community batteries;
 - (iii) the pilot will demonstrate the technological and commercial viability of neighbourhood-scale renewable energy storage and show how it can reduce emissions at scale by increasing access to locally generated solar power; and
 - (iv) YEF has an aim to facilitate the installation of 200 new community batteries across the CitiPower network in Victoria; and
 - (b) YEF was selected as the home of the 'Metropolitan Community Power Hub', with funding awarded for 2021-22 of \$428,000 by Sustainability Victoria on behalf of the Victorian Government.
 - (i) the Hub, led by YEF and based in Yarra, is a collaboration of an initial ten community climate organisations covering many inner-Melbourne municipalities including Yarra;
 - (ii) the focus of the Hub includes working with community organisations to provide initiatives for the community to take up solar PV, transition away from gas, improve energy bill literacy, and deliver flagship projects to lead to the rapid decarbonisation of the energy system;
 - (iii) YEF have partnered with more than a dozen local governments in the metropolitan area to boost uptake of emissions reduction actions and increase knowledge sharing between groups and across regions; and
 - (iv) through the Hub, YEF has also engaged Melbourne Girls College to pursue a feasibility study for a community battery to support the addition of new solar panels on school buildings and new STEM educational opportunities for students; and
 - (c) YEF was successful in negotiating a 'services agreement' with Sustainability Victoria to deliver the 'small business energy saver' program (SBES) to support small business to reduce running costs and greenhouse gas emissions in the second half of 2021-22.
 - (i) when upgrading to more energy-efficient equipment, the program provides small businesses with a significant discount that in some cases may cover up to 100% of the full equipment and installation cost; and

(ii) as an example of the strong and collaborative working relationship between YEF and Council staff, YEF has sub-contracted the local delivery of this program to Yarra Council to engage a local staff member to deliver on-ground in Yarra for the remainder of 2022;

- (d) YEF was a successful partner in a grant application to ARENA for a *Destination Charging Across Victoria* (DCAV) grant which will result in an additional three community electric vehicle charging points being located within the City of Yarra in 2021/22;
- (e) YEF has delivered the initial *Roadmap for Community Batteries in Yarra* report for Council, which describes the benefits of community batteries and how Yarra and YEF can build off the current funded installation to be Australian leaders in this technology and using it to support our pathway to zero emissions by 2030;
- (f) YEF concluded the delivery of the *Yarra Solar Program* for Council which saw a further 33 solar systems to be installed from the program – despite being a very challenging time due to COVID restrictions;

Through the establishment of the ‘Metropolitan Power Hub’, Council is now accessing new and expanded service offerings to the Yarra community for provision of solar panels, hot water heat pumps and air conditioning, as well as free energy consultations and advice for transitioning to an all-electric home;

- (g) YEF has continued to build partnerships and undertake investigations into opportunities for large commercial operations in Yarra, including solar and battery solutions or ‘Virtual Energy Networks’, and has included Council Staff in relevant conversations and engagement on potential ways forward;
- (h) YEF has developed a new Business Plan taking into account the significant business changes and opportunities which have occurred in early 2021/22, which sets a pathway to further grow and develop as a self-sufficient and financially independent organisation;
- (i) YEF has launched a new visual identity, new website, and established a dedicated communications function. YEF has since seen record growth in engagement and followership on all its platforms. YEF have hosted or spoken at more than 25 events (on and offline), many convened by Yarra City Council, providing expert advice to engage people in action; and
- (j) YEF has delivered services to other Councils on a fee-for-service basis of around \$25,000 to date.

8. YEF has also delivered on governance expectations as a company limited by guarantee and in line with the guidelines set out by the ACNC in the past six months, including:

- (a) delivering a new four-year Business Plan;
- (b) refreshing and updating board with new members;
- (c) undertaking an AGM (Dec 2021), and
- (d) publishing their 2020-21 Annual Report (Attachment 1).

Options

9. As an update report on actions to date for 21/22, no options are presented.

Community and stakeholder engagement

10. No community or stakeholder engagement has occurred in relation to this update report.

Policy analysis

Alignment to Community Vision and Council Plan

11. This subject matter of this report relates to the *Community Vision* (Environment and Sustainability) and directly to the Council Plan Initiatives under *Climate and Environment* in relation to the following aspects:
- (a) *Work with key partners to facilitate a rollout of community batteries across Yarra;*
 - (b) *Work with community partners and other levels of government to support further roll-out of solar installations in the community in residential and commercial settings;*
 - (c) *Engage businesses and partners to transition towards zero-net carbon and develop circular economy approaches;*
 - (d) *Work with community, other Councils, partners, industry and business, and advocate for urgent climate action by other levels of government, including to rapidly move to 100% renewables, and away from fossil fuels including gas, and*
 - (e) *Develop and act on a ‘roadmap to zero’ including costed initiatives for community carbon emissions.*

Climate emergency and sustainability implications

12. This report relates directly to actions by the *Yarra Energy Foundation* in relation to reducing emissions in the Yarra community, and highlights significant progress and action that has occurred to date.

Community and social implications

13. The work undertaken by YEF continues to have community benefits in supporting a reduction of greenhouse emissions (and energy costs), and also includes specific projects focused on low income and vulnerable residents.
14. The funding to deliver a ‘community battery’ in Yarra and the establishment of the *Metropolitan Community Power Hub* in Yarra are significant projects being delivered by YEF with strong community benefits.

Economic development implications

15. The work that the *Yarra Energy Foundation* is undertaking provides some potential economic development benefits in Yarra through partnerships and business connections.

Human rights and gender equality implications

16. There are no human rights or gender equality implications from this update report.

Operational analysis

Financial and resource impacts

17. There are no financial and resource impacts from this update report.
18. It is noted that Council has provided \$370,000 to the *Yarra Energy Foundation* to deliver the services in the Funding Agreement, including the key deliverables (see paragraph 7).
19. Any funding for YEF for future years beyond 1 July 2022 would be subject to YCC budget considerations, processes and full Council decisions.

Legal Implications

20. There are no legal implications in this update report.

Conclusion

21. This report highlights the significant actions and achievements of YEF since 1 July 2021, and their commendable progress to date against to the adopted Key Performance Indicators and metrics in the 2021/22 ‘Funding Agreement’.

22. Importantly, this report also shows significant progress against the key outcomes sought from this 'Funding Agreement' for 2021/22, being:
- (a) working towards YEF self-sufficiency;
 - (b) an enhanced YEF brand;
 - (c) specific community emissions reductions in the City of Yarra, and
 - (d) enhanced sector offerings by YEF.
23. Significant outcomes include:
- (a) two very large grants received in this period for over \$1.2 million to support deployment of a community battery in the City of Yarra, and establishment of the new Metropolitan Community Power Hub (based in Yarra);
 - (b) additional grants and service agreements received which are supporting delivery of energy efficiency services for local Yarra businesses, and assistance in the delivery of some community electric vehicle charge points in Yarra;
 - (c) establishment of YEF as a trusted national expert on benefits and deployment of community batteries, and associated cutting edge initiatives;
 - (d) development and delivery of a new *Business Plan* which highlights a new vision and direction towards financial self-sufficiency;
 - (e) development and delivery of a *Community Battery Roadmap* for Council; and
 - (f) enhanced collaboration and service delivery with Yarra Council staff and the Yarra Climate Action Network (YCAN).

RECOMMENDATION

1. That Council:
- (a) note the report provided by officers to inform Council of the progression of the *Yarra Energy Foundation* against the actions and achievement of milestones in the current funding agreement with Council for 2021-22;
 - (b) thank the *Yarra Energy Foundation* for the significant work delivered against the approved Key Performance Indicators to date, showing solid progress on delivery of the set KPI's and towards a pathway of financial self-sufficiency, and
 - (c) congratulate the *Yarra Energy Foundation* on the receipt of successful grants from the State Government in this period to support deployment of a 'community battery' in the City of Yarra, and the establishment of the new 'Metropolitan Community Power Hub'.

Attachments

- 1 [↓](#) YEF 2020-21 Annual Report

YARRA ENERGY FOUNDATION

Annual Report
— 2020-2021



Attachment 1 - YEF 2020-21 Annual Report

YARRA ENERGY FOUNDATION

YEF Annual Report 2020-2021

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About YEF

Yarra Energy Foundation (YEF) is a for-purpose not-for-profit organisation with a huge ambition – to achieve a zero carbon future in the City of Yarra and beyond.

YEF exists to seek out innovative emissions reduction solutions and inspire people who live and do business in the City of Yarra to take practical steps towards this goal. Established by Yarra City Council in 2010, YEF receives core funding support from the Council. The organisation is governed by an independent and highly experienced Board of Directors.



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yef.org.au

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From the Chair



Despite pestilence, parsimoniousness and a paucity of national inspiration, it is with great pride I look back on YEF's progress over the past year. With a very small team of hard workers, the organisation has innovated, cooperated, led, encouraged and most importantly, implemented. These are the potential strengths of a small, agile and highly motivated teams, but potential is not always realised.

“Under the tireless leadership of YEF’s CEO, Dean Kline, great strides have been made with projects that are positively impacting the Australian energy market.”

Chief among these is the community battery project, an example of cooperation with community, network operator, state government and academe. YEF has also been appointed to manage Victoria's first Melbourne Metropolitan Community Power Hub, which will bring together councils, community groups and energy innovators, again funded by the state government.

Finally, through YEF's close and productive working relationship with Yarra Council, we are addressing the commercial emissions in our patch. This has significant potential to reduce emissions and provide examples of innovative business models to elicit widespread rollout.

Finally, I'd like to thank Dean and his team for their hard work under very challenging circumstances, my fellow board members for their support, clarity and expertise, and Yarra Council for their ongoing commitment to YEF.

David Anstee
Chair, Yarra Energy Foundation

From the CEO

As I reflect on another challenging year, I could not be prouder of the direction and advances that have happened at YEF over the period. The organisation continues to punch above its weight not least due to the hard work of our dedicated team.

With a renewed focus and pressure to do more with less, the organisation has had a disciplined focus on where it can deliver most impact. We have therefore made bold and targeted moves into new markets and expertise, underscored by YEF's leading role in community batteries.

“As a rising tide lifts all boats, we have brought many others—including new partners—on our journey, with cooperation and knowledge sharing a highest priority.”

For ourselves and others to succeed and reach ambitious targets for zero carbon, we know our best chance is to build new ideas, capabilities, and opportunities together with organisations of all shapes, sizes and colours, and consulting with the communities in which we operate.

This approach is exemplified in YEF's Memorandum of Understanding with the Australian National University and CitiPower to investigate the roll-out of 200 community batteries in cooperation with the City of Yarra. Our organisation has become a catalyst for new energy solutions that once seemed just a pipe dream.

Another triumph is YEF's appointment by Sustainability Victoria to establish the first Metro Community Power Hub (MCPH). I have been awed by the work that has gone into ensuring that the MCPH becomes a permanent fixture in Melbourne's community energy landscape.

I would like to thank the YEF staff for their dedication and focus during this challenging period and congratulate them on their work over the last twelve months.



Attachment 1 - YEF 2020-21 Annual Report

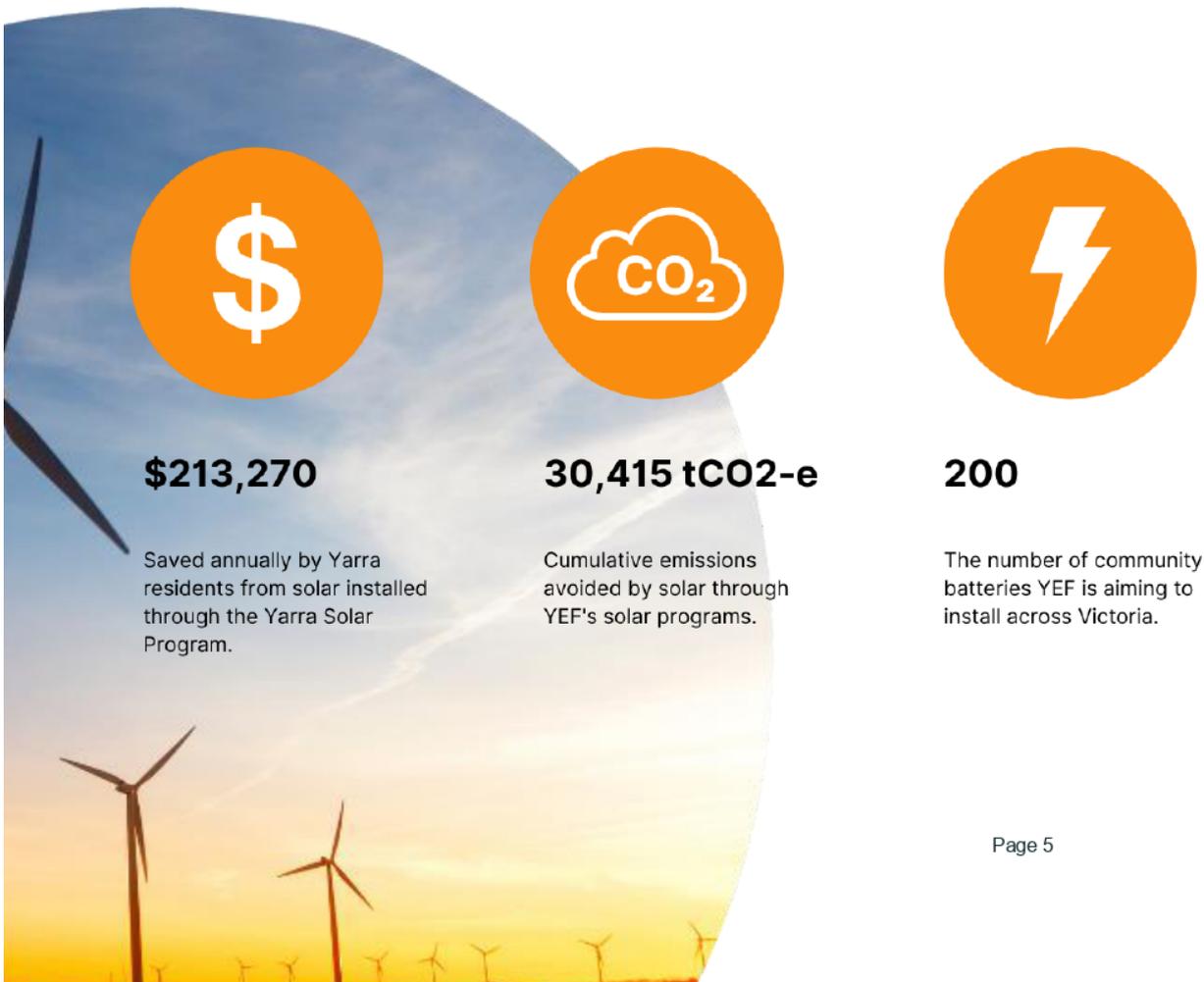
YARRA ENERGY FOUNDATION

YEF Annual Report 2020-2021

I also want to thank the City of Yarra, which continues to provide core funding and support to YEF's operations and vision for a zero carbon Yarra. I am grateful for the close and productive relationships with the staff in the Sustainability Unit in particular, who have been enormously generous and supportive of our work. Finally, I would like to thank David Anstee, Chair of YEF, for his ongoing support and guidance and all of YEF's Board of Directors who have provided steady hands and sage leadership through not only a global pandemic, but through a pivotal year for YEF as we seek new horizons to hasten the realisation of a zero carbon future.



Dean Kline
CEO, Yarra Energy Foundation



Our Impact

This financial year, YEF has:

Facilitated \$292,000 of investment in new solar panels.

This adds to a running total of 660 kilowatts (kW) of installed residential solar PV reducing over 30,000 tCO₂-e over the lifetime of the panels.

Broken ground in community battery technology.

Through pioneering new cross-sector partnerships, this pilot of neighbourhood-scale renewable energy storage has the potential to further enable 200 new community batteries across Victoria.

Refreshed the organisation's brand and boosted communications capability.

Having launched a new visual identity, new website, and established a dedicated communications function, YEF has since seen record growth in engagement and followership on all its platforms.

Engaged hundreds of Yarra residents and businesses in practical steps to reduce energy bills and emissions.

We've hosted or spoken at more than 25 events (on and offline), many convened by Yarra City Council, providing our expert advice to engage people in action.

Applied for hundreds of thousands in funding for energy community innovation.

This includes submissions to deliver the first Metropolitan Melbourne Community Power Hub and the Neighbourhood Battery Initiative to pilot the first community battery in the City of Yarra.

At a Glance 2020-2021

The year was undoubtedly marked by the significant progress on community batteries, which have become a hallmark of the organisation.

YEF and its small team of mostly part-time staff have achieved some major footholds at the vanguard of the transitioning energy system. The not-for-profit focused on finding innovative ways to reduce emissions from energy has pushed with pluck and relentless curiosity into cutting-edge realms of renewable energy solutions with the community at heart. Project manager—Chris Wallin— has led the charge in this space, and garnered widespread national interest.

Community batteries themselves stepped out and forward in 2020-21 – the narrative is not *if* community batteries will play a role in the transition to a zero carbon future, but *when*.

Energy storage technology, implemented as community batteries, has the potential to address multiple constraints in the electricity grid, overcoming growing congestion caused by increases in rooftop solar flowing in local networks. It means more people will be able to contribute the excess renewable energy from their rooftops for use in their local community.

YEF has positioned itself strategically as a leader in community batteries, nationally, signing a Memorandum of Understanding with CitiPower in January 2021.

This timed with YEF's hiring of a new manager for communications and marketing, who activated the new organisational branding and website, and assisted the organisation's minor media splash reaching millions with the announcement of the community battery MoU.

Attachment 1 - YEF 2020-21 Annual Report**YARRA ENERGY FOUNDATION**

YEF Annual Report 2020-2021

In addition to some substantial grant funding applications to the Victorian Government, YEF continued work in direct emissions reductions through the Yarra Solar Program. This bulk buy program for residents offering discounts and free advice on solar PV resulted in over \$290,000 of new solar installed, adding to a running total of 660 kW of installed solar PV, which will continue to save Yarra residents more than \$213,270 annually from their energy bills.

YEF's Solar Programs in 2020-21 will reduce 30,415 tCO₂-e over the lifetime of the panels.

Responding to a transitioning electricity system, emerging technologies and new models of energy distribution, YEF has been proactive and systematic in its analysis and evaluation of new opportunities for emissions reductions.

In its search to find, pilot and scale innovative ways to cut carbon from the Yarra community, YEF is investigating models for battery storage, Power Purchase Agreements, commercial & industrial solar, and solar for apartments to name a few.

While still receiving core funding from the City of Yarra over this period, the organisation, with full backing of its independent Board of Directors, has begun to explore new directions for sustainable revenue and opportunities for new partnerships.

With a few fresh faces, a reinvigorated brand, and a taste for cutting-edge technologies, YEF had a remarkable year through 2020-21 and is looking forward to the many opportunities and partnerships on its doorstep.

Our Vision

Net zero carbon emissions in the City of Yarra from stationary sources by 2030.

Our vision for net zero carbon becomes more achievable each year as renewable energy generation continues to rise and as the price of new technologies, including battery storage and solar, continues to fall.

Our Mission

To facilitate the uptake of renewable energy and energy efficiency by all sectors of our community.

Executing YEF's role requires considerable focus and a critical filtration of what works and what will not.

Turning ideas into practice requires more than just the right technology, but the community support, financial and business feasibility, and the long-term emissions reductions associated with projects and programs.

YEF's role is to seek out innovative solutions that show potential to exponentially reduce emissions from energy, and empower households, businesses and communities to meaningfully participate and take control of their energy future.

This Year In Review

Yarra Solar Program

Yarra Solar Program has enabled \$292,341 in investment in renewable energy generation by the Yarra community.

Despite ongoing uncertainty due to Covid-19 and its restrictions, the Yarra Solar Program this year attracted 33 contracts signed, and 18 solar systems installed, to date, equating to 131.8 KWs, with 193 Yarra residents and 44 outside of Yarra residents requesting solar quotations.

Launching in September 2020, with new commercial partner EnviroGroup, this was the second year for the Yarra Solar Program. It achieved one third the number of participating households compared with a typical non-Covid year. This was also impacted by a number of residents who received quotes, but did not proceed with solar, largely due to roof deficiencies. This indicates, that despite ongoing pandemic restrictions and a dwindling residential solar roof stock potential, the program continues to capitalise on strong word-of-mouth, YEF's local brand building, and promotions by Yarra City Council.



The Program has also shown that households across metropolitan Melbourne are seeking the leadership and programs that Yarra continue to offer, with an additional 109 participating households equating to 645.65 kW and over \$745,129 in other Council-led programs.

We expect more Yarra households will sign contracts with EnviroGroup due to the high number of residents still reviewing quotes and YEF's leading delivery of similar services through the Melbourne Metropolitan Community Power Hub, which is funded by the Victorian Government through Sustainability Victoria.

Community Batteries

YEF is a national pioneer of community batteries in inner-urban neighbourhood environments.

Community battery projects are launching all across the country, and YEF is at the forefront. Typically the size of a large 4WD, community batteries are like a renewable energy sponge, absorbing excess renewable energy during the day — when renewable generation is at its highest — and supplying that energy during peak times when the grid's energy mix is dominated by coal-fired electricity.



In January 2021, YEF signed a Memorandum of Understanding with CitiPower to pursue a network of 200 community batteries, that remove network constraints, enabling more solar to be installed. In March, YEF also made a highly competitive submission to the Victorian Government's Neighbourhood Battery Initiative for an \$800,000 grant to pilot the implementation of a community battery.

To prove the potential of community batteries, YEF will install a unit (approximately 100kW/250kWh) on the low voltage network within the City of Yarra. A location in Fitzroy North has been selected, subject to local community support. The project will pilot a sustainable commercial model with low operating costs and with community ownership potential.

Through a Victoria-first ownership model, enabling community investment, as well as innovative tariffs and retail agreements, the battery aims to increase community understanding of renewable energy, lower emissions at the neighbourhood-scale, and increase affordability and access to renewable energy.

This trial system is expected to be the first in a rollout of up to 200 community batteries across the CitiPower network and is a partnership between YEF, CitiPower, the Battery Storage and Grid Integration Program, a department of the Australian National University, and the City of Yarra.

Brand, communications, marketing and engagement

YEF's brand underwent a refit starting in the 2020-21 financial year. It began with the development of a strategic approach for brand, engagement and marketing, and was followed by delivery of a new visual identity (colours, logo and messaging) and new website. Shortly after, YEF also established a discrete communications function, creating and filling the position for Communications & Marketing Manager.



The combined intent of this effort is to improve YEF's capacity to engage its communities in emissions reductions, as well as its capacity to maximise and scale impact through stakeholder and partner engagement.

YEF has experienced an overall rise in enquiries, calls and emails for its advice and services, including an 18% increase in website traffic over 2021. A large percentage (65%) of these website visitors are engaging with YEF for the first time. Further, individuals are coming to know and trust YEF as an organisation – with a Yarra community survey delivering an average rating of 7.2 out of 10 for YEF as a not-for-profit organisation trusted to lead community energy projects, such as community batteries. Major media announcements including the signing of a Memorandum of Understanding between YEF and CitiPower, broadened awareness of YEF's unique expertise nationally, across industry, stakeholders and government, also better positioning YEF to attract new partners.

Looking Forward

YEF is exploring and developing a deeper expertise so that it can deliver more value to its core funder, Yarra City Council.

There are a range of key opportunities that YEF has identified for emissions reduction, as well as how it is best placed as an organisation to remain financially sustainable in a highly competitive and dynamic funding environment.

Like many small non-for-profits, one of the greatest challenges to YEF is how to sustain its mix of funding and revenue to ensure it will continue to deliver high impact for its community and clear return on investment to funders. YEF is exploring how to transition its business model into one that is capable of rapidly evaluating and pursuing opportunities for scalable emission reductions solutions from energy, while growing YEF's core competencies and specialisation in an expanding field of renewable and community energy businesses and organisations.

One of the greatest opportunities that YEF has invested in is community batteries. Over the past financial year, YEF's Community Battery Project Manager has pushed the organisation into a pioneering position on community battery technology and how to apply it in practice. YEF is exploring and developing a deeper expertise so that it can deliver more value to its core funder, Yarra City Council, while also supporting and engaging with a broader cohort of community and industry partners and renewable energy stakeholders aligned with YEF's vision and mission.

In the financial year 2020-21, YEF positioned itself as a leading contender for major Victorian Government grants to support the development of the first Metropolitan Melbourne Community Power Hub and to pilot the first community battery in the City of Yarra through the Neighbourhood Battery Initiative. With this support, YEF is seeking to deploy ground-breaking new ways to realise emissions reductions from energy while building YEF's capabilities and expertise in highly sought-after areas.

In the year forthcoming, YEF—although a small organisation with mostly part-time staff—has set itself up to forge exciting new pathways at the forefront of the renewable energy transition. It will not be apologetic for its rigorously inquisitive nature and its desire to explore new technologies—where new opportunities for innovative energy climate solutions are waiting to be uncovered.

Board of Directors

YEF is governed by an independent and highly experienced Board of Directors.

David Anstee, Chair

Melissa Cutler, Vice Chair

Cr Amanda Stone, Non-executive Director (Yarra Councillor representative)

Cr Sophie Wade, Non-executive Director (Yarra Councillor representative)

Ken Guthrie, Non-executive Director

Mi-Lin Chen Yi Mei, Non-executive Director

Melinda Scaringi, Non-executive Director

Stephen Thomson, Non-executive Director

Read more about the Board of Directors: <https://www.yef.org.au/about-us/our-people/>

Attachment 1 - YEF 2020-21 Annual Report



Statement of Profit or Loss and Other Comprehensive Income

Yarra Energy Foundation Limited For the year ended 30 June 2021

	NOTES	2021	2020
Income			
Revenue	2	389,028	422,715
Total Income		389,028	422,715
Total Income			
		389,028	422,715
Cost of Goods Sold			
Project Expenses		52,044	8,043
Total Cost of Goods Sold		52,044	8,043
Gross Profit			
		336,984	414,672
Other Income			
Interest Income		676	2,457
COVID Cashflow Boost		47,574	33,654
Government Grants		20,000	-
Jobkeeper Wage Subsidy		68,400	18,000
Total Other Income		136,650	54,111
Expenses			
Amortisation		10,113	-
Auditor Remuneration		5,000	5,000
Depreciation		2,463	529
Employment Expenses		372,163	292,888
General & Administrative Expenses		62,921	39,615
Occupancy Costs		18,000	18,000
Total Expenses		470,660	356,032
Profit/(Loss) before Taxation			
		2,974	112,751
Net Profit After Tax			
		2,974	112,751
Net Profit After Dividends Paid			
		2,974	112,751
Total Comprehensive Income for the year			
		2,974	112,751

Attachment 1 - YEF 2020-21 Annual Report



Statement of Financial Position

Yarra Energy Foundation Limited

As at 30 June 2021

	NOTES	30 JUN 2021	30 JUN 2020
Assets			
Current Assets			
Cash & Cash Equivalents		272,745	251,028
Other Assets & Receivables		18,521	15,784
Total Current Assets		291,266	266,812
Non-Current Assets			
Property, plant and equipment		5,884	2,437
Intangible Assets		30,340	40,453
Total Non-Current Assets		36,224	42,890
Total Assets		327,490	309,702
Liabilities			
Current Liabilities			
Trade and Other Payables	3	41,464	30,610
Deferred Income		-	-
Employee Liabilities	4	37,768	21,804
Bank Overdraft		2,143	2,372
Total Current Liabilities		81,375	54,786
Non-Current Liabilities			
Employee Liabilities	4	-	11,775
Total Non-Current Liabilities		-	11,775
Total Liabilities		81,375	66,561
Net Assets		246,115	243,141
Equity			
Retained Earnings	5	246,115	243,141
Total Equity		246,115	243,141

Attachment 1 - YEF 2020-21 Annual Report



Statement of Cash Flows

Yarra Energy Foundation Limited For the year ended 30 June 2021

	2021	2020
Cash Flows from Operating Activities		
Receipts from grants and commissions	521,451	494,046
Payments to suppliers and employees	(494,500)	(379,022)
Interest received	676	2,457
Net cash provided by/(used in) operating activities	27,627	117,481
	2021	2020
Cash Flows from Investing Activities		
Purchase of property, plant and equipment	(5,910)	(2,270)
Purchase of intangible assets	-	(40,453)
Net cash provided by/(used in) investing activities	(5,910)	(42,723)
	2021	2020
Reconciliation		
Net increase/(decrease) in cash held	21,717	74,758
Cash and cash equivalents at beginning of financial year	251,028	176,270
Cash and cash equivalents at end of financial year	272,745	251,028

Attachment 1 - YEF 2020-21 Annual Report



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**YARRA
ENERGY
FOUNDATION**

8.2 Swan Street Streetscape Masterplan

Reference	D22/21297
Author	Hayley McNicol - Senior Coordinator Design and Place Making
Authoriser	Director Planning and Place Making

Purpose

1. To outline the proposed final *Swan Street Streetscape Masterplan* (the ‘Streetscape Masterplan’) and to recommend its adoption by Council.
2. The report outlines the consultation processes and responses, key issues and summary of the streetscape and public realm improvement proposals included in the proposed Streetscape Masterplan.

Critical analysis

History and background

3. Swan Street is 3km long (between Punt Road and the Birrarung (Yarra River)), and passes through the suburbs of Richmond, Cremorne and Burnley. It is in close proximity to the MCG and entertainment precinct, forms an important transport link to the eastern suburbs, and has three train stations and a tram route along the corridor.
4. Swan Street is one of Yarra’s turn of the century high streets and has a rich history evidenced by the intact Victorian and Edwardian buildings and landmarks along the corridor, such as Dimmeys and Burnley Theatre.
5. The retail section of Swan Street is a bustling precinct (both day and night) and is designated as a ‘Major Activity Centre’ under the Yarra Planning Scheme. Richmond Library is located next to the retail precinct and is an important community hub. Richmond and East Richmond Stations are also close by, as well as the Cremorne Enterprise Precinct.
6. The middle section of the corridor is made up of a mixture of larger format showrooms accommodating furniture, luxury car sales, and building services, as well as office space and residential premises. Burnley Train Station is located at the corner of Swan and Burnley Streets.
7. At the eastern end lies the Botanicca Corporate Park, Burnley Park and the Birrarung (Yarra River).
8. Swan Street is a vibrant and successful shopping, dining, entertainment and business precinct. As the area continues to grow and change over time, it is important that the footpaths and public spaces continue to support the people who live, work and visit the area.
9. The aim of this project (*Streetscape Masterplan* for Swan Street - refer to study area map at **Attachment 1**), is to guide the design and delivery of possible streetscape and public space improvements along the corridor, subject to budget allocations.
10. The Streetscape Masterplan is focused on the footpaths and public spaces in this precinct (not the road spaces – see report).
11. A number of opportunities have been identified along the Swan Street corridor, which is experiencing high growth and change now and into the future.
12. The possible future projects (outlined in the document) would provide improvements to the public realm areas of the Swan Street precinct. These could occur through Council adopted and budgeted strategic projects, through allocation of grant monies from other levels of Government and also possibly through some negotiations with future private developments abutting the spaces identified for improvements.

13. Work on the project commenced in January 2021 and has been led by the Urban Design team to analyse the precinct and engage with internal and external stakeholders. Landscape Architects *Rush Wright Associates* were appointed to prepare the Streetscape Masterplan document.
14. Two rounds of community consultation were carried out. The first round took place in April-June 2021, to ask people what they love about the Swan Street area and what could be improved. This feedback was used to inform the ideas in the draft Streetscape Masterplan. A second round of consultation took place in October-November 2021 to seek feedback on the draft Streetscape Masterplan.
15. Internal workshops and meetings were also held with officers across Council to discuss the issues, opportunities and draft proposals.

Summary of proposals

16. The Streetscape Masterplan project covers the length of Swan Street, between Punt Road and the Birrarung (Yarra River).
17. It focuses on the footpaths along Swan Street and entries to side streets (e.g. Lennox, Stanley and Bendigo Streets). It also includes the areas directly off the corridor that link to Richmond Library, East Richmond Station and Burnley Station.
18. The improvements in the proposed Streetscape Masterplan are aimed at creating high quality and welcoming public spaces that support the area's already well-known vibrancy and support the precinct as it continues to grow and develop.
19. The proposed Streetscape Masterplan is at **Attachment 2**, which sets out the opportunities for improvements which are focused on the following areas:
 - (a) Swan Street footpaths;
 - (b) key side streets that intersect with Swan Street (side street corners);
 - (c) laneways connecting off Swan Street;
 - (d) Charlotte Street (outside Richmond Library);
 - (e) Docker Street;
 - (f) Wangaratta Reserve;
 - (g) East Richmond Station precinct;
 - (h) Burnley Station precinct, including Stawell Street, and
 - (i) the pedestrian environment under the Richmond Station rail bridge (on Swan Street).
20. Along the Swan Street footpaths, the proposals include the following improvement opportunities to rationalise the footpath space and achieve additional benefits:
 - (a) target every opportunity to introduce tree planting where there are no awnings;
 - (b) aim to locate at least one seat every 60 metres to provide regular places to sit;
 - (c) declutter tram stop areas to improve access;
 - (d) increase provision of furniture such as bike racks, bins, and drinking fountains;
 - (e) upgrade street lighting to LED;
 - (f) continue to enable outdoor dining, however, balance with need to prioritise pedestrian access and provide public space; and
 - (g) unified approach to paving of footpaths.
21. There are also important opportunities at the side street corners to potentially expand the footpath space (known as 'kerb outstands') to create more space with places to sit, trees, greenery, lighting, public art and cycle parking.

22. Some of these streets already have kerb outstands in place - but there is the potential to extend these to create more generous sized spaces off the Swan Street corridor. In this regard, eighteen side streets have been identified along the corridor, between Lennox Street and Bendigo Street, where there are varying levels of potential to create additional footpath and public space.
23. There are several laneways off the Swan Street corridor where there is the potential to improve the amenity, wayfinding, and lighting of these spaces to enable them to become better pedestrian connections.
24. At Charlotte Street, there is an opportunity to close the western end of the road to create a new public space in front of Richmond Library. This would create approximately 600 square metres of new public open space accommodating spaces to gather, sit, read and play, as well as trees and landscaping, public art, lighting and bike parking.
25. At Docker Street, there is an opportunity to convert some, or all, of the parking on the Council owned car park to public space, providing more trees and shade, places to sit off the busy Swan Street corridor, lighting, public art and bike parking.
26. At Wangaratta Reserve, there is the opportunity to expand the existing open space in line with Yarra's Open Space Strategy – this would require negotiations with VicTrack who own the abutting road spaces.
27. There is the potential opportunity to improve the area around East Richmond Station, in particular, the Council owned car park and laneways which sit between the station and Swan Street. In relation to this opportunity, the proposed Streetscape Masterplan suggests a *potential* two stage/option approach, being:
 - (a) firstly, converting some of the car parking alongside the station and linking to the laneways, to create new public space, areas of tree planting, improved amenity, places to sit, and wayfinding for the station; and
 - (b) a second stage (or option) would be to possibly convert the entire car park to create a new open space of a significant scale in this precinct. (NB. some important further investigation into the origins of the carpark and any previous arrangements with traders needs to occur, to better inform what is possible).
28. The area around Burnley Train Station presents several good opportunities for improvement. This includes streetscape improvements near key entry points to the station - such as along the service road which runs alongside Burnley Road bridge and the pedestrian underpass on Madden Grove.
29. It also could include converting Stawell Street (between Swan Street and the railway line and alongside Ryan's Reserve) to a new public space with places to sit, trees and shade, landscaping, bike parking public art and lighting, as well as retaining any required vehicle access.
30. The Streetscape Masterplan also includes potential opportunities to improve the pedestrian environment under Richmond Station rail bridge on Swan Street, to include new/improved lighting, artwork, shelter and fencing.

Issues

31. Along Swan Street, the scope of the possible works is focused on the existing footpaths (which Council manages), and *does not cover the road space between the kerbs, which is managed by VicRoads*.
32. One of the main reasons that the project does not include the road space is because strategic work has not yet been carried out to deliver accessible tram stops along the corridor. The Department of Transport (DoT) will be required to upgrade tram stops along Swan Street to accessible tram stops in the future. At this stage, however, it is not clear when this will happen and there is no secured funding yet by the State Government for Yarra Trams to deliver these improved tram stops.

33. It is also noted that new DDA tram stops are transformative projects in places like Swan Street and are very complex pieces of work – that all requires the State funding allocation to initiate the project, and that does not seem likely for the next few years.
34. Once the funding allocation occurs, there will be significant time and officer resources required to work with the State and Yarra Trams to assess options and impacts, undertake consultation with multiple stakeholders, identify a preferred option and for the project to go through formal approval processes. NB. Route 96 on Nicholson Street highlighted these aspects.
35. Further, if detailed study and tram stop design work is completed too far in advance of a funding commitment, then it is likely that it will be out of date when it is eventually needed (as often circumstances change and then matters with stakeholders need to be reworked).
36. In this regard, the works proposed in this Masterplan can be undertaken independently of the tram stop matter; and can be delivered to provide improvements in the short to medium term.
37. Once State Government provides its future programme for tram stop upgrades, Council will then be in a position to assess timeframes for progressing the tram stop design in partnership with the State Government.
38. It is noted that through the two rounds of consultation, Council did receive some feedback from the community about improvements to the road space including wider footpaths, cycle lanes and removal of car parking, which are outside the scope of this project.
39. When the Department of Transport does plan any improvements in future (e.g. upgrade to accessible tram stops), there will be the opportunity to consider the 'allocation of road space' and potential for pedestrian and cycling improvements, including under the train bridge.
40. There are a number of proposals near the railway lines, which are on road space managed by Council, but owned by VicTrack. Any proposals to these spaces would require VicTrack approval. These locations include the following:
 - (a) the service road under Burnley Road bridge;
 - (b) the southern end of Stawell Street; and
 - (c) a section of Stewart Street, near the intersection of Wangaratta Street.
41. A number of *possible proposals* could widen footpaths and convert road space (on the side streets) to provide new public space. Whilst this would bring significant benefit including new tree planting and improved amenity, it would have impacts on car parking spaces on the street and needs careful consideration.
42. The proposal for some new open space at Charlotte Street (outside the Richmond Library) would be via the closure of a section of road in front of the library to create a new open space, which needs further assessment regarding any pronounced impact local traffic movements.
43. In addition, some of the ideas around East Richmond Station, Richmond Library and Docker Street could convert these Council owned car parks to public space. Whilst these present more significant opportunities for open space (in line with Council's Open Space Strategy), they would have impacts on parking and Council revenue and also would require careful consideration.
44. The proposals in the proposed Streetscape Masterplan has received good levels of support; however, any proposals taken forward would require further investigation, feasibility and design work and further community consultation to determine the extent of changes and a determination on what are acceptable impacts on car parking and traffic; that feasibility/design work would also need to consider requirements for accessible parking bays and loading requirements.
45. The Streetscape Masterplan suggestions are quite ambitious in identifying many possible opportunities for improvements along the corridor.

46. The proposals are all included in the document in case other opportunities arise, for example an adjacent development site which could be integrated with some public realm improvements. In this regard, an adopted streetscape masterplan would inform officers on what to discuss with proponents of abutting properties.
47. The consultation also sought feedback on the priority side streets to focus on; this feedback has been used to help prioritise these proposals in the proposed Streetscape Masterplan.

Community and stakeholder engagement

48. The Streetscape Masterplan preparation has used the feedback received from the first round of consultation, and also from internal consultation with officers across Council.
49. In October-November 2021, Council then engaged with the community to seek feedback on the draft Streetscape Masterplan.
50. The engagement activities included:
 - (a) a project page set up on *Your Say Yarra* website, including details of the project and online survey;
 - (b) postcard drop off to businesses and residents in the surrounding area;
 - (c) two on-street pop-up events;
 - (d) information circulated to Advisory Groups and Committees, and subsequent meeting with the Yana Ngargna Advisory Group;
 - (e) targeted social media; and
 - (f) letters to landowners where opportunities have been raised for improving pedestrian amenity of future private laneways (through any future development).
51. Community feedback was received through surveys (online and hard copy), pop-up activities, direct email and stakeholder meetings.
 - (a) 83 survey responses were received – 81 online surveys and 2 hard copy surveys;
 - (b) five email responses were provided, one from the *Streets Alive* group and four from individuals;
 - (c) feedback was provided from the Yana Ngargna Advisory Group; and
 - (d) feedback was received from people attending the pop-up sessions.
52. Overall, the draft Streetscape Masterplan received good levels of support from the community, and useful feedback was provided to help refine the document that is now presented to Council for consideration. The feedback was categorised under the main ideas proposed as outlined below.
53. For the Swan Street footpaths, the masterplan suggests ideas for improvements relating to trees and greenery, street furniture, outdoor trading and paving. All of these ideas received good levels of support in the survey (at least an average score of 60% support), with the majority either marked as 'I like it' or 'I don't mind'.
54. For the side street corners, several locations were identified for public space improvements away from the busy footpaths of Swan Street. This would involve extending footpaths on both sides of the road (in these locations), to provide more space for people, trees, lighting, seating, bike parking and public art. The community were asked to prioritise the top five streets they'd like to see us focus on. The top streets that received the most points in the survey and pop-ups include:
 - (a) Lennox Street;
 - (b) Stanley Street;
 - (c) Mary Street (north and south);
 - (d) Clifton Street;

- (e) Bendigo Street;
 - (f) Docker Street; and
 - (g) Waverley Street.
55. The Streetscape Masterplan work has identified a number of bigger opportunities for new public space and improved amenity the precinct. The community were asked to rate how much they liked (or disliked) the proposals on a sliding scale. The proposals received a support rating of over 72%, demonstrating high levels of support. These relate to:
- (a) improving pedestrian amenity along laneways;
 - (b) creating a new public space at Charlotte Street (outside Richmond Library);
 - (c) creating a new public space in part or all of Docker Street car park;
 - (d) expanding Wangaratta Reserve;
 - (e) creating a new public space in part, or all, of East Richmond Station car park;
 - (f) creating a new public space at Stawell Street and improving the streetscape around Burnley Station; and
 - (g) improving pedestrian amenity under the Richmond Station rail bridge (on Swan Street).
56. Feedback was also received from the community on a number of issues such as loss of car parking, impacts on traffic, aspirations to change the Swan Street road space, support for more trees, greenery and native species, and the need for more lighting.
57. Further details of the consultation feedback are set out in the Engagement Report at **Attachment 3**.
58. The proposed Streetscape Masterplan has been refined in response to the feedback received in the following ways:
- (a) a number of minor changes have been made to the wording in the Streetscape Masterplan to respond to feedback received, and emphasise what people raised as important, and make clear that future projects taken forward for budget consideration need further design and feasibility work and consultation to refine the proposals;
 - (b) at the request of some community members, additional opportunities have been included on the overall map. This includes improving the end of Wellington Street (corner with Swan Street) for pedestrians, and improving the amenity of the Brighton Street railway bridge and Stawell Street underpass; and
 - (c) other changes have been made to update the Engagement chapter of the document (to cover both rounds of consultation), the summary of projects chapter (implementation plan) and other issues section (which highlights other considerations outside the scope of the masterplan).

Policy analysis

[Alignment to Community Vision and Council Plan](#)

59. The proposed Streetscape Masterplan supports the *Community Vision 2036* and the *Council Plan 2021-2025*. The proposals would improve the amenity of the footpaths and public spaces, to support this economic precinct, encourage people to spend time in the area and interact, encourage sustainable transport and provide more trees and greenery.
60. The proposed Streetscape Masterplan also supports Objective 3: Local Economy under the Council Plan; and Initiative (b) under this objective seeks to:
- “improve our streetscapes, accessibility, safety, and amenity, including embedding outdoor dining, increase greenery and active transport infrastructure, to attract more people to visit, spend time and shop across our precincts”.*

Climate emergency and sustainability implications

61. The proposed Streetscape Masterplan also offers the opportunity to address the following climate emergency and sustainability issues:
- (a) additional tree planting to provide shade and reduce heat island effect;
 - (b) street tree surrounds that allow water to infiltrate through to the ground;
 - (c) improved amenity of footpaths and public spaces to encourage people to walk in the precinct;
 - (d) improved bicycle parking to encourage people to the cycle to the area;
 - (e) improved connections to train stations and tram stops to encourage public transport use; and
 - (f) energy efficient lighting.

Community and social implications

62. Some possible projects would result in the following key social benefits:
- (a) new and improved public spaces along the corridor to support social interaction;
 - (b) a new public space next to the Richmond Library, an important community hub;
 - (c) improved lighting in the new public spaces to support the vitality and safety of the area during the evening; and
 - (d) new opportunities for public art to celebrate the stories of the area and of its key people.

Economic development implications

63. The proposals would support the vitality and prosperity of the Swan Street area by providing new public spaces and improved footpaths, with additional trees, places to sit, lighting, cycle parking and public art.
64. These improvements would help to attract people to Swan Street and encourage them to spend more time in the area, thereby boosting the local economy.

Human rights and gender equality implications

65. There are no identified human rights implications from the report.

Operational analysis

Financial and resource impacts

66. Proposals from a streetscape masterplan would require Council commitments including budget allocations; and also seeking other opportunities for funding through State and Federal government grants.
67. It is noted that a 'capital works bid' has been prepared for the 22/23 consideration to progress with design and further feasibility work for a new possible public open space on Charlotte Street, next to Richmond Library. If this is favourable, then design work could occur for the 2022/23 financial year, with the intention that construction would be carried out in the following financial years.
68. The proposals for the Council owned car parks at East Richmond Station and Docker Street would have an impact on Council revenue if these parking areas were converted to open space. However, they would provide opportunities for much needed open space in line with Council's Open Space Strategy.

Legal Implications

69. The majority of proposals are within the footpaths and road space of Council owned and managed roads.

70. However, there are a few proposals near the railway lines, which are on road space managed by Council, but owned by VicTrack. This includes the service road under Burnley Road bridge, the southern end of Stawell Street and a short section of Stewart Street.
71. Council officers will continue to liaise with VicTrack regarding these proposals if they are taken forward by Council; approvals would also need to be sought as required from VicTrack.

Conclusion

72. The proposed *Swan Street Streetscape Masterplan* brings forward a number of ideas for streetscape and public space improvements which would support Swan Street to continue as a vibrant and welcoming precinct for people living, working and visiting the area.
73. Initial community and stakeholder consultation in April-June 2021 helped to shape the proposals in the earlier draft. The community consultation held in October-November 2020 provided Council with useful feedback from the community and stakeholders, and overall showed good levels of support for the proposals in the draft.
74. The proposed Swan Street Streetscape Masterplan includes refinements which are in part in response to community and internal officer feedback.
75. It is recommended that Council adopt the Swan Street Streetscape Masterplan to inform future capital works of Council; other public authorities works and also to provide a basis for officers to be able to negotiate some outcomes of public realm improvements through future private development proposals.

RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding the proposed final *Swan Street Streetscape Masterplan*;
 - (b) note the scope of the streetscape masterplan relates to:
 - (i) the area between the building line and kerb on both sides of the road along Swan Street from Punt Road to the Birrarung (Yarra River);
 - (ii) the footpath space and the entries to particular intersecting side streets; and
 - (iii) some areas around East Richmond Station, Richmond Library, Burnley Station and Ryan's Reserve;
 - (c) note that the Swan Street roadway (kerb to kerb) is not in scope of this masterplan given the uncertainty, at this stage, about when the disability complaint tram stops will be implemented by the State Government along Swan Street;
 - (d) note the final *Swan Street Streetscape Masterplan* and its content, and the Engagement Report as shown in the attachments; and
 - (e) authorise officers to continue to advocate to the Department of Transport for improved outcomes along the Swan Street road space, including pedestrian and cycling safety and comfort.
2. That Council adopt the final Swan Street Streetscape Masterplan as shown in Attachment 2 to enable the proposals to inform future capital works of Council, other public authorities and also that of private abutting developments.

Attachments

- 1** [↓](#) Swan Street Streetscape Masterplan - study area map
- 2** [↓](#) Swan Street Streetscape Masterplan - final for adoption 220208
- 3** [↓](#) Swan Street Streetscape Masterplan - Round 2 Engagement Report

Attachment 1 - Swan Street Streetscape Masterplan - study area map

Swan Street Streetscape Masterplan Study area



Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208



Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208



We acknowledge the Wurundjeri people of the Kulin nation who are the traditional custodians of the land on which our project stands. We pay our respects to the Wurundjeri Elders- past, present and emerging.

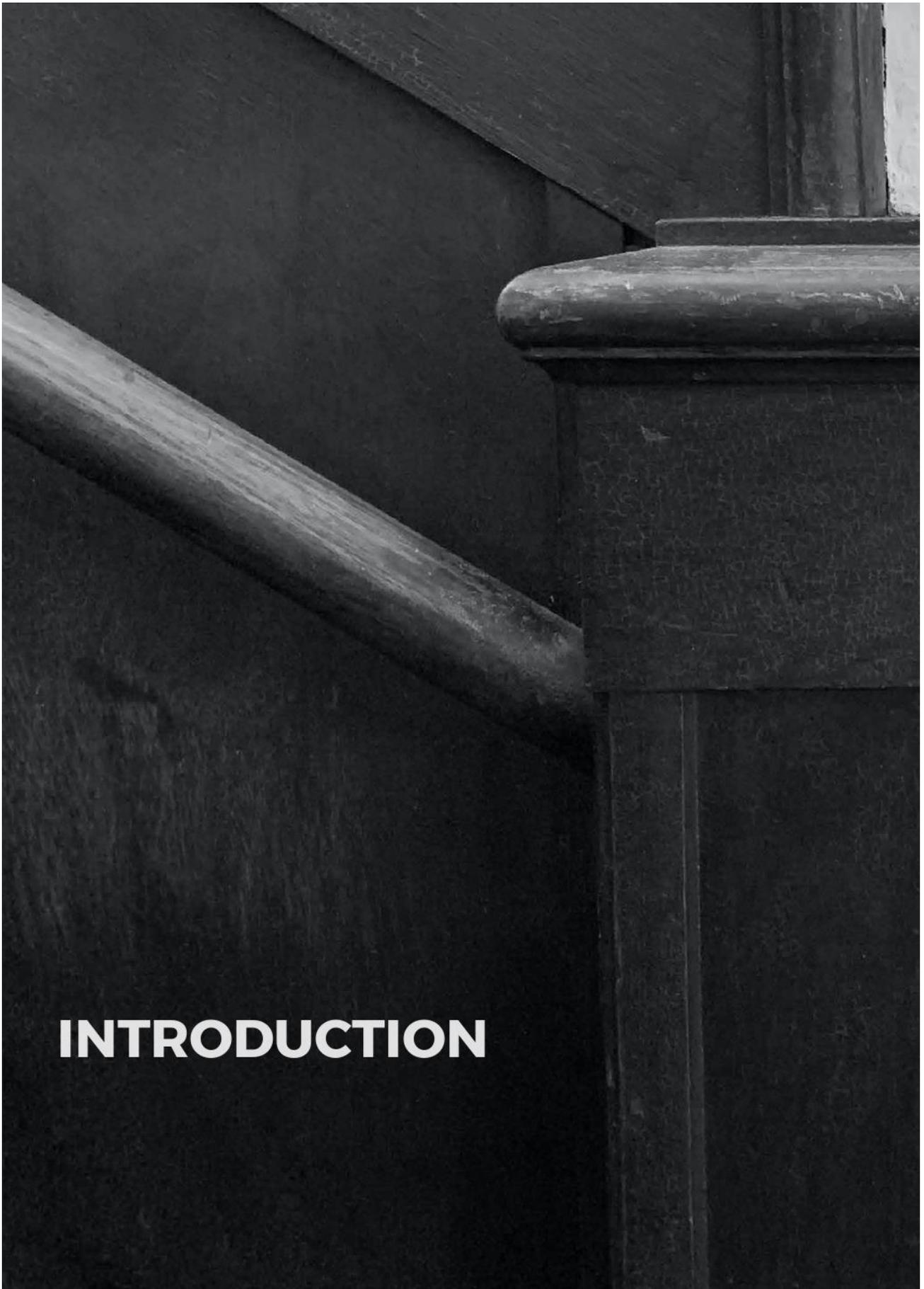
Rev	Date	Purpose/Comment	Issued By
MP01	26/08/2021	DRAFT ISSUE	CC
MP02	20/12/2021	DRAFT ISSUE	CC
MP03	10/01/2022	FINAL ISSUE	CC
MP04	07/02/2022	FINAL ISSUE	CC

Disclaimer:
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SWAN STREET STREETScape MASTERPLAN
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INTRODUCTION

Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208



Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208

INTRODUCTION

ABOUT THE MASTERPLAN

The aim of this project is to prepare a Streetscape Masterplan for Swan Street, from Punt Road to the Birrarung (Yarra River), as well as the streets and spaces around East Richmond and Burnley railway stations to guide the design and delivery of future streetscape and public realm improvements.

This streetscape masterplan is supported by Council's commitment to a placemaking approach which aims to enhance the precinct for people, local community and street life.

The opportunities set out in the Masterplan will maximise the potential of the Swan Street streetscape and surrounding public realm in line with the following strategic objectives:

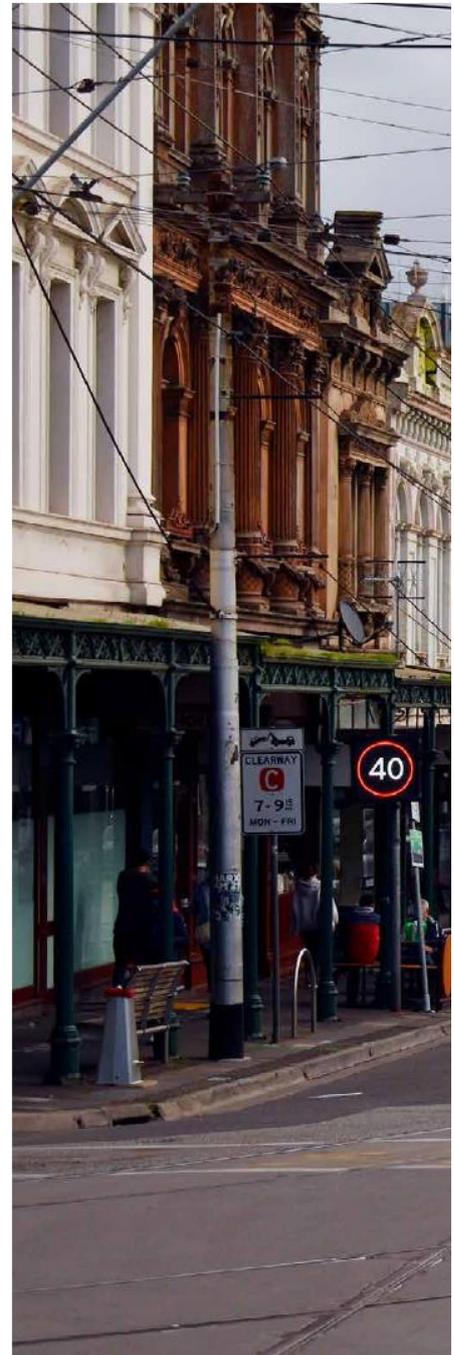
- The creation of a vibrant and user friendly pedestrian environment
- To create new public spaces where possible by identifying opportunities on intersecting side streets to expand footpaths to improve appeal and activity
- Propose public space initiatives at key adjoining sites including Richmond Library, East Richmond Station and Burnley Station
- To value local character, community and history but also be future focussed
- Reinforce links to surrounding streets, parks and community facilities
- Single out which spaces require special treatment and those that just need to be upgraded to Council's palette
- Be inventive with the small

spaces that are available and identify opportunities to create new public spaces if possible

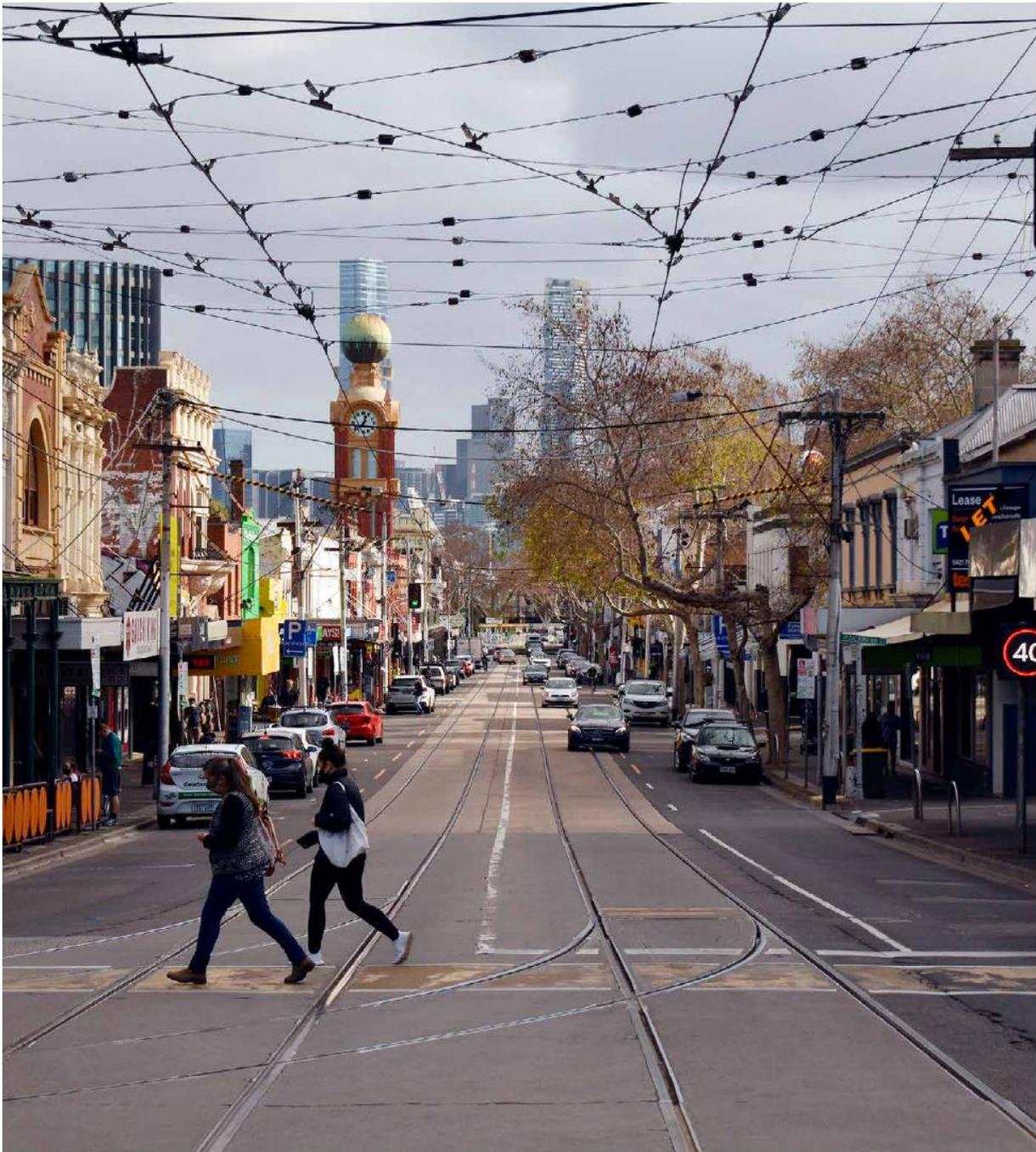
- Explore diverse approaches for adding trees and gardens where space permits
- Develop strategies which ensure the street is safe and lively at night
- Anticipate future development in building and population, and build in flexibility to allow for the street to respond to change
- Identify opportunities to incorporate other environmental initiatives to build landscapes of resilience, including WSUD, water retention and storage.
- Provide recommendations and ideas that are future proofed and consider other current and future strategic projects and Council initiatives.

The Streetscape Masterplan is focused on the footpaths and public spaces in this precinct. A number of opportunities have been identified along the Swan Street corridor, which is experiencing high growth and change now and into the future.

The Masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.



Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208



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HISTORY

A BRIEF OVERVIEW

The study area stands on the traditional lands of the Wurundjeri people, and its proximity to the Birrarauung (Yarra River)- an integral part of the cultural and spiritual life of indigenous custodians, as well as a vital resource is significant. The presence of identified sites including the Corroboree Tree at Burnley Oval reinforce this association and living history.

The Swan Street Precinct also represents one of the City of Yarra's most intact turn of the century High Streets.

A rich social and commercial history too accompanies Swan Street. The precinct was designated as a road reserve in Hoddle's Crown survey of 1837, and by 1853 much of the north side of the road had been subdivided and laid out. These early streets included Wangaratta, Lennox, Stanley, Clifton, Docker and Charles Streets. By 1857 traders in Swan Street included butchers, drapers, fruiterers, tailors, shoemakers, hairdressers and hoteliers, including the Swan Inn, Dover and Royal Hotels by 1858. The railway was in by 1860, Swan Street was fully developed by 1889 and the roadway was sealed in 1901.

The architectural character of Swan Street outlines both the past, to a high level of fidelity and consistency, along with the present. Significant buildings include the old Post Office Building at the western end, what was the Dimelow and Gaylard building (Dimmey's) now refurbished as a Coles, the old Maples Furniture Store and the Former Burnley Theatre.

The street retains many of the richly decorated Victorian and Edwardian polychromatic brick edifices that

typify Melbourne's turn of the century commercial architecture, and some more recent additions.

While being an important turn of the century 'High Street' and tram corridor lined with a high number of intact Victorian and Edwardian buildings and landmarks- it has a number of new challenges including different land use adjacencies and developments along with its own unique local culture and community.

Located at a economic and physical juncture- the salubrious elevated slopes of Richmond Hill meeting the swampy river flats of industrial and historically working class Cremorne, Swan Street has always been a place of diverse social and commercial exchange.

Increasing density in the surrounding residential and post industrial sites and buildings continue to keep Swan Street busy and vibrant.



*Corroboree Tree Richmond Gardens, 1933
Source: State Library of Victoria*



*Municipality of Richmond 1873
Source: State Library of Victoria*

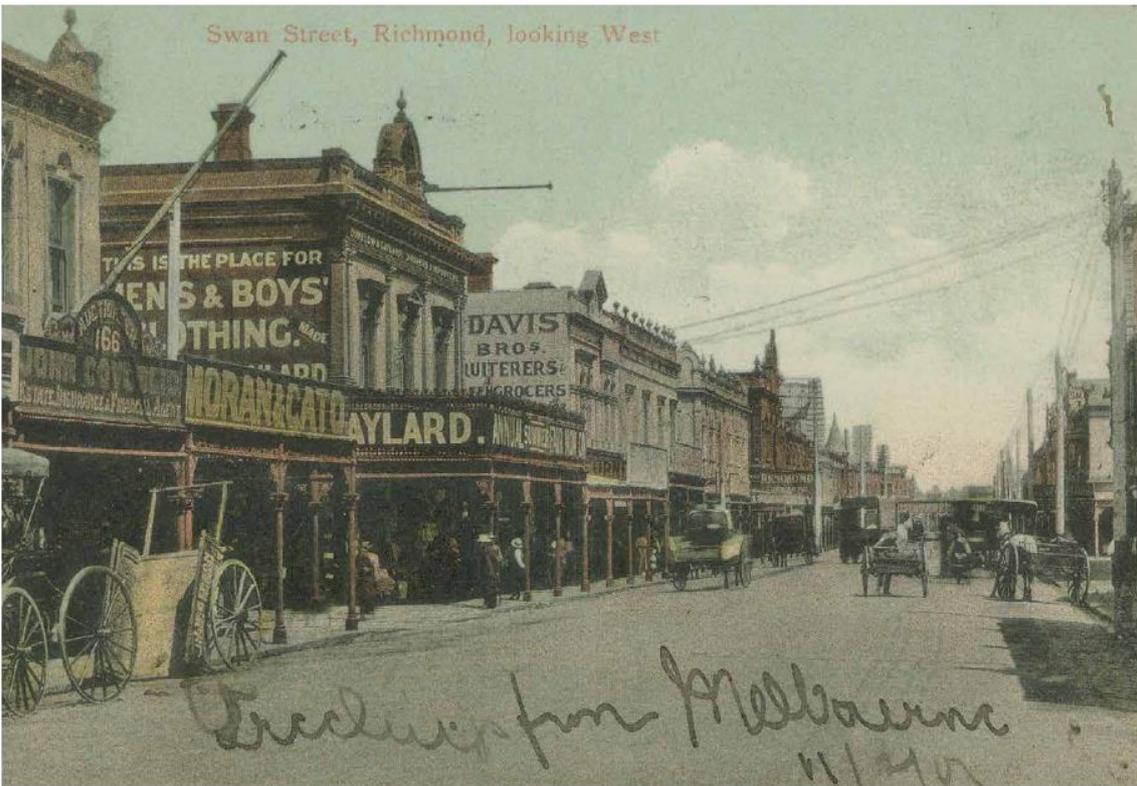
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Aerial view of Richmond, between 1924-1939
Source: State Library of Victoria



The Australian Mont de Piete Loan & Deposit Company premises, 98 Swan Street, 1920
Source: State Library of Victoria



Swan Street, looking west, 1907
Source: State Library of Victoria

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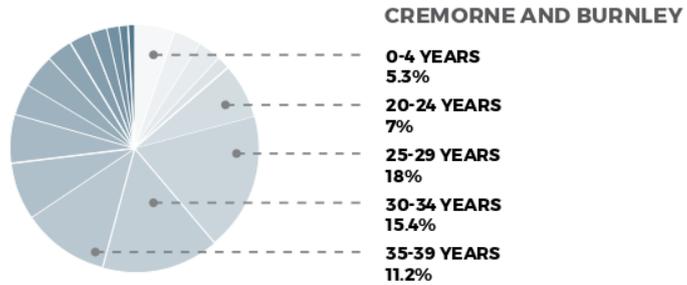
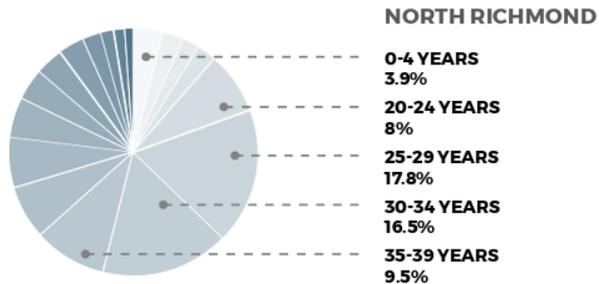
PROFILE

COMMUNITY PROFILE

Swan Street sits at the boundary of the Central Richmond and Cremorne/Burnley-South Richmond area. The 2016 Census results indicate the following:

AGE IN 5 YEAR GROUPS

Residents surrounding Swan Street are a predominant young cohort with the largest age group being 25 to 29 year olds.

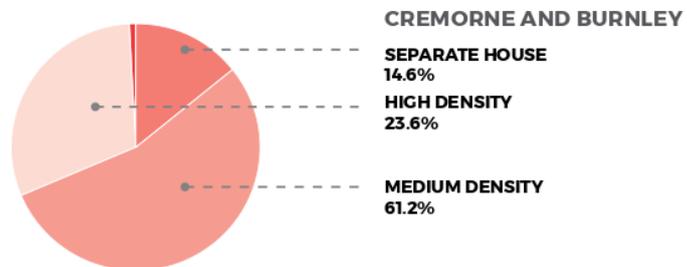
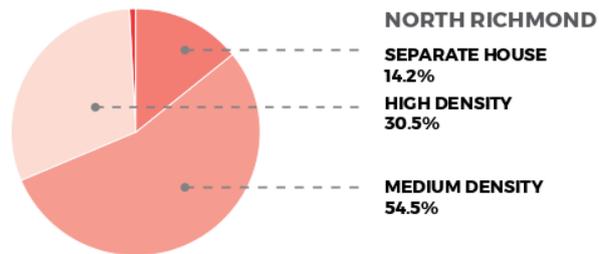


HOUSING TYPES

The majority of residents live in medium and high density housing making access to public space a key consideration.

Notably there is an unusually high percentage of single and group households reflecting the age and younger household makeup of the area.

We note the data is based on 2016 census data, and as such does not reflect the recent residential development in the wider area.



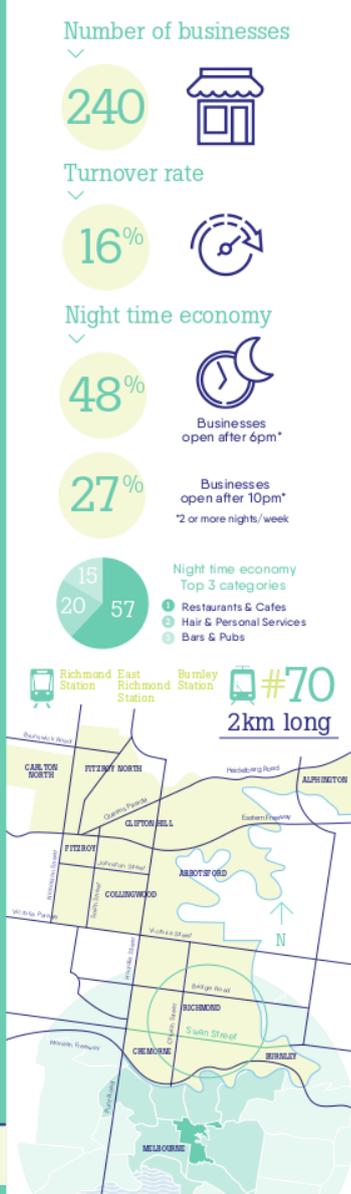
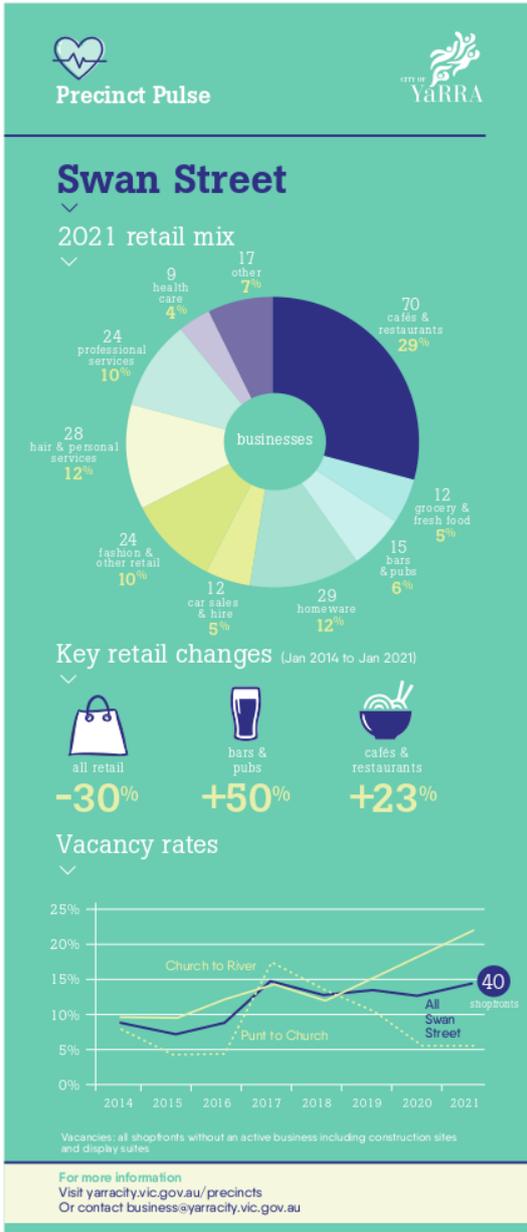
Source: <https://profile.id.com.au/yarra>

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RETAIL PROFILE

The retail snapshot outlines a street with a high proportion of food and beverage business and an active night time economy.



Swan Street Business Activity

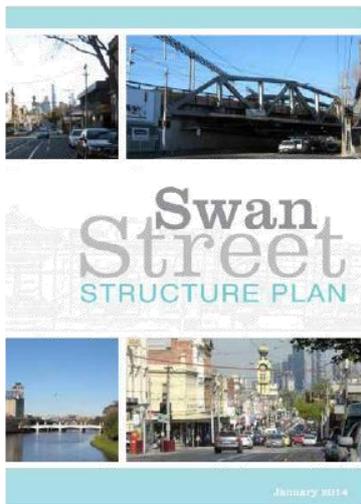
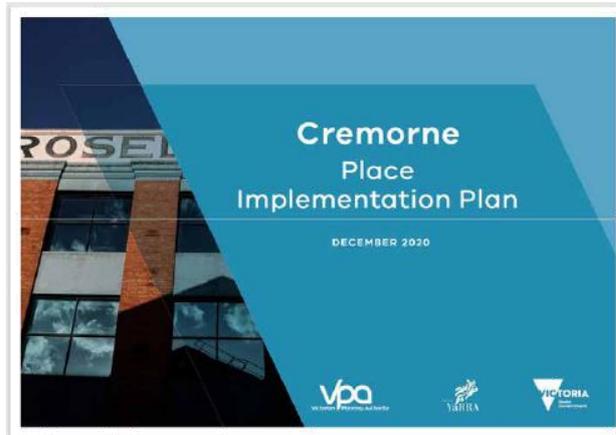
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POLICY FRAMEWORK

PAST AND CURRENT STRATEGIES

The following reports and strategies were reviewed to inform the historic and current policy frameworks in place for the Swan Street Precinct and the strategic direction for Yarra.

- Council Plan
- Open Space Strategy
- Urban Forest Strategy
- Community Vision
- Swan Street Structure Plan (David Lock Associates)
- Traffic and Access Review, Swan Street Activity Centre (Traffix Group)
- Swan Street Activity Centre Built Form Framework (Tract)
- Swan Street Built Form Study, Heritage Assessments and Analysis (GJM Heritage)
- Cremorne Place Implementation Plan



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NOT INCLUDED IN THIS MASTERPLAN

ITEMS OUTSIDE OF THE SCOPE OF THIS STUDY

It is recognised that the experience and character of Swan Street goes beyond the footpaths and relates to a number of other elements such as the road space, transport, buildings, parks, land use and management.

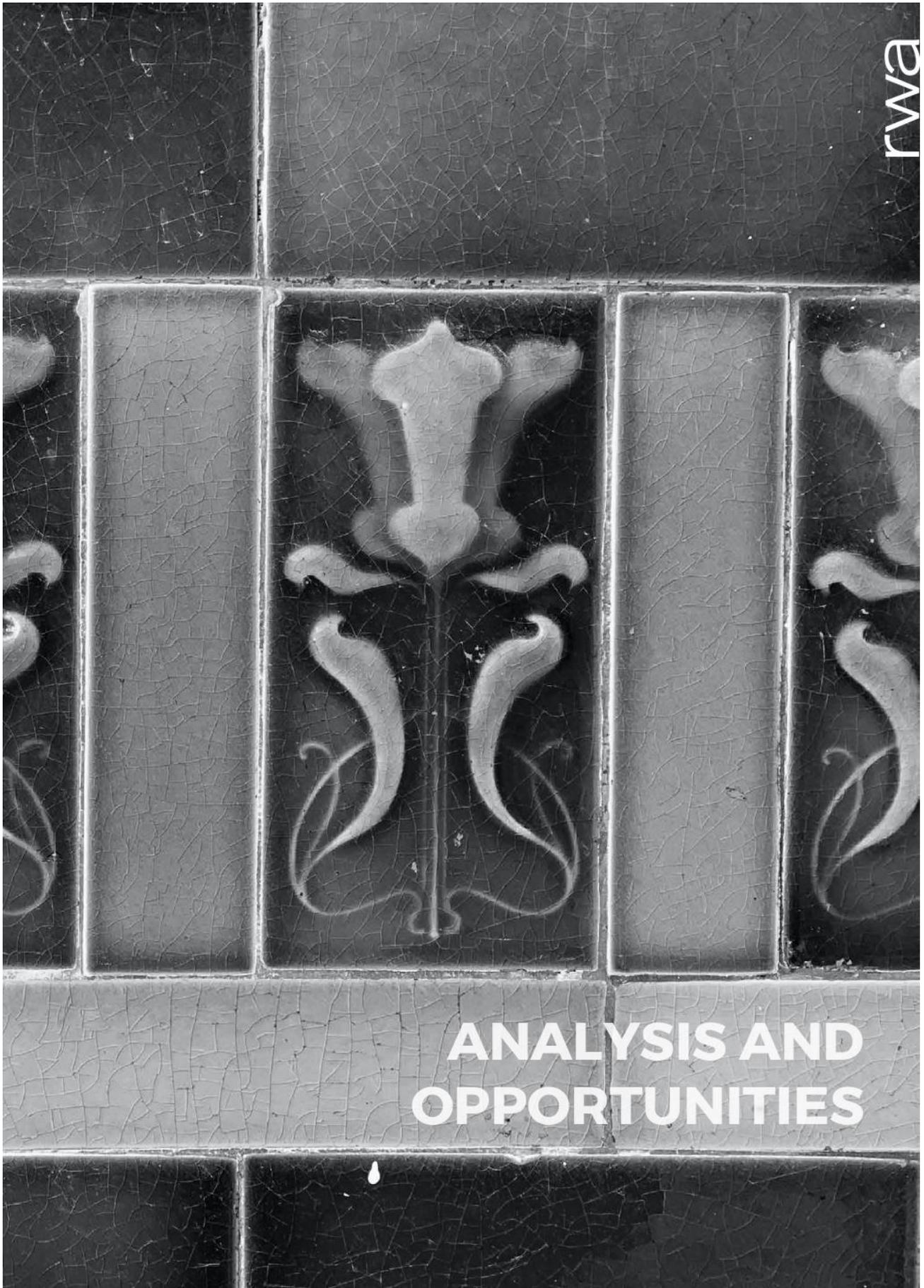
Whilst it is not possible for this Streetscape Masterplan to cover all of these elements, other strategic work would cover these elements and overall reach a collaborative plan for the area. This includes:

- Any future transport work to explore potential for the road space, including pedestrian improvements, accessible tram stops, cycle infrastructure, parking and traffic function.
- Any planning controls to influence future development of buildings.
- Future plans for Richmond Station
- Future plans for the possible removal of the Madden Grove level crossing
- Graffiti Management Framework

We also note that all of the proposed design strategies and projects outlined in this Streetscape Masterplan are high level only, and would require further and detailed investigation into traffic, existing services, flooding and drainage in future detailed design phases.

Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208





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ANALYSIS AND OPPORTUNITIES

CONTEXT

The Swan Street precinct is located in Richmond, just 4 kms out of Melbourne CBD. The area is edged to the south and east by the Yarra River, to the west by Melbourne's Sports Precinct and recreational parks, to the north by the residential area of Richmond Hill and to the south by Cremorne and Burnley.

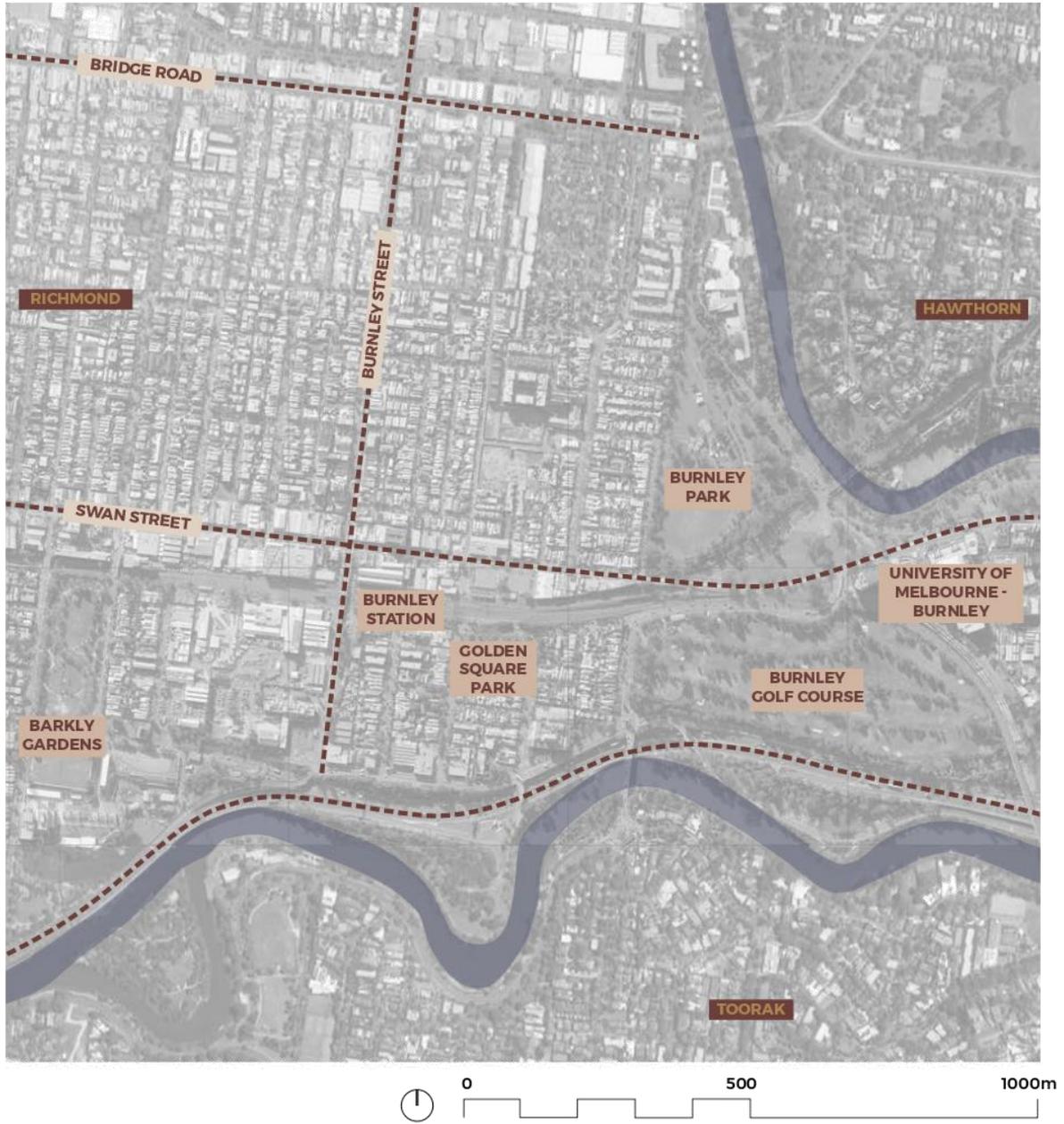
Swan Street forms a key east-west arterial link connecting the CBD to the eastern suburbs of Melbourne and is well serviced with 3 train stations and 2 tram routes (Swan Street and Church Street).

The Swan Street precinct is located within walking distance to large green open spaces such as Golden Square Park, Barkly Gardens, Burnley Park, Goschs Paddock and the Yarra River.



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ANALYSIS AND OPPORTUNITIES

SWAN STREET PRECINCTS

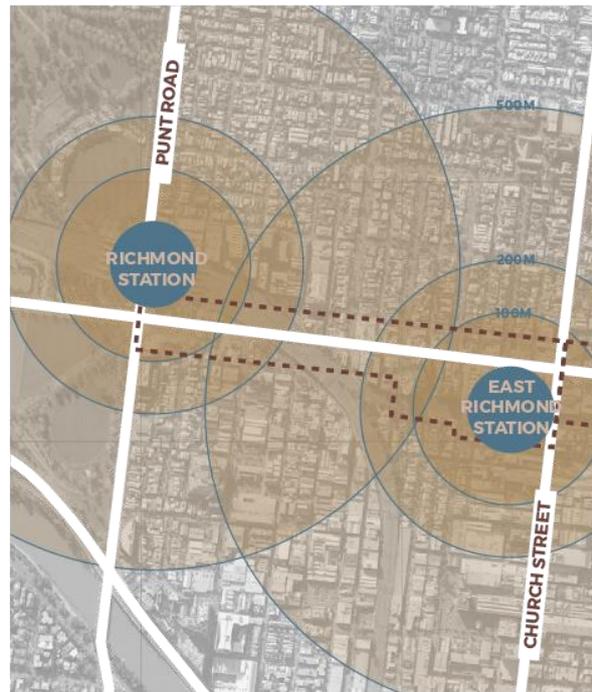
For the purpose of the Masterplan the street has been divided into three precincts based on land use, key intersecting streets, retail mix and architecture.

The precincts also perform differently in terms of provision of street furniture, trees, outdoor dining as outlined the precinct inventories.

Precinct 1 extends from Punt Road to Church Street and encompasses a concentration of diverse retail, supermarket and hospitality uses housed in some of the most intact heritage building fabric. It also includes connections to Richmond and East Richmond Railway Stations. Precinct 1 also abuts Cremorne which is experiencing a significant increase in medium and high density residential development, and a growing hub for creative and digital technology industry sectors.

Precinct 2 covers Church Street through to Stawell Street. This precinct is typified by larger format showrooms focussed on furniture, homewares, car sales and repairs and building services along with office space and some residential premises. A number of key sites are currently being considered for mixed use development. This precinct includes Burnley Railway Station and Richmond Library.

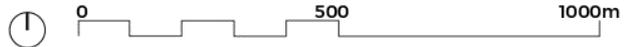
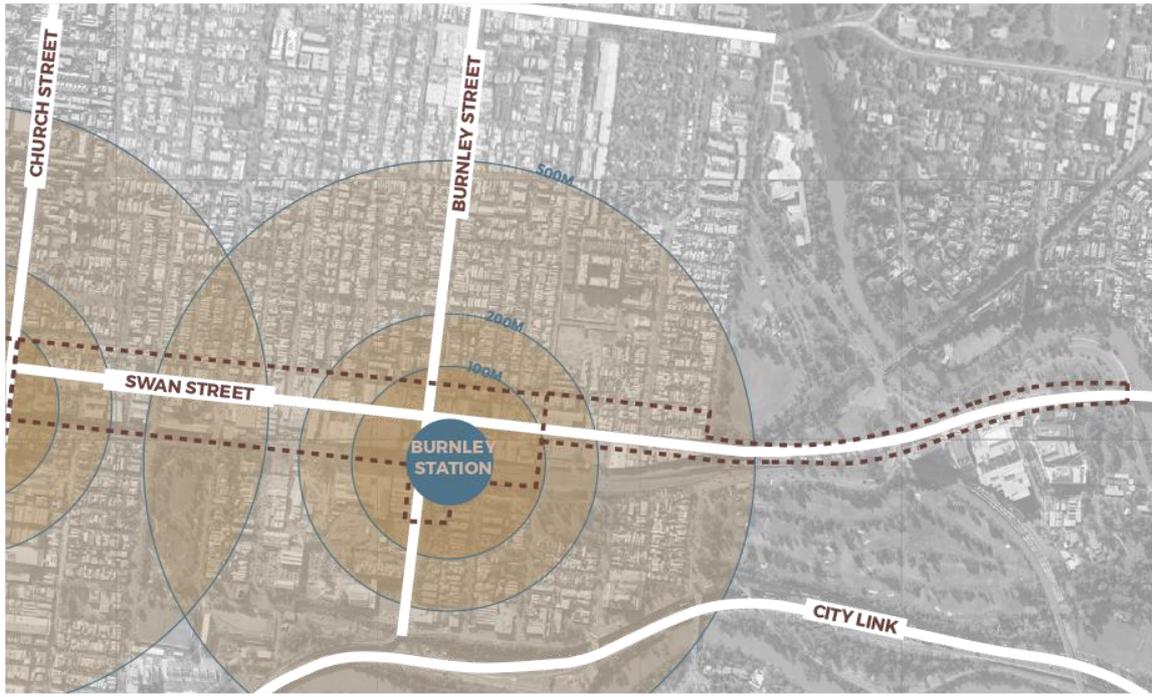
Precinct 3 extends from Stawell Street, past Ryans Reserve to the Yarra River and crosses Burnley Park and Burnley Golf Course linking to the University of Melbourne Burnley Campus and the corporate park on Botanicca Boulevard.



PRECINCT INVENTORY

PRECINCT 1: PUNT ROAD TO CHURCH STREET	
Length	800 m
Street Trees	21
Benches	28
Bins	20
Bicycle Racks	38
Awning coverage	1580m²
Garden bed	0m²
Tram Stops	4

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PRECINCT 2: CHURCH STREET TO STAWELL STREET	PRECINCT 3: STAWELL STREET TO THE YARRA RIVER
Length 1025 m	Length 1144 m
Street Trees 77	Street Trees 36
Benches 10	Benches 0
Bins 10	Bins 2
Bicycle Racks 6	Bicycle Racks 0
Awning coverage 530m2	Awning coverage 0m2
Garden bed 0m2	Garden bed 230m2 (nature strip)
Tram Stops 3	Tram Stops 4

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ANALYSIS AND OPPORTUNITIES

LAND USE AND TRANSPORT

Swan Street is predominantly zoned for commercial use, with commercial, mixed Use and residential zoning which surrounds the retail strip. This provides a framework for a rich and thriving local activity centre, supporting a diverse local community, as well as those travelling to the area via public transport, on foot, cycling routes and the road network.

The area is well serviced for public transport. Richmond Station is a major rail interchange for the Sandringham, Frankston, Cranbourne, Pakenham, Glen Waverley, Alamein, Belgrave and Lilydale lines. East Richmond Station and Burnley Station are also located one block back from Swan Street area and are serviced by the Glen Waverley, Alamein, Belgrave and Lilydale lines. The Route 70 tram service runs the length of Swan Street and is intersected by the Route 78 tram service at Church Street.

Swan Street is designated a Vicroads arterial road. It can experience high levels of congestion, and is a clearway on alternating sides during peak hours.



Dominant transport infrastructure



Fine grained active commercial frontages in heritage building fabric

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LEGEND:

- | | | |
|---|---|---|
|  Commercial Use |  Public Use |  Train Route |
|  Residential Use |  Public Recreational Use |  Bus Route |
|  Education Use |  Tram Route |  Cycle Route |



Connection to Melbourne Sports Precinct



Larger showrooms for car sales and homewares and office spaces

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ANALYSIS AND OPPORTUNITIES

PRECINCT CHARACTER

PRECINCT 1

Punt Road to Church Street

The Punt Road intersection marks a distinct edge between high street commercial use of Swan Street to the eastern end of the Melbourne Sports Precinct. New accessible tram stops have been installed to improve crossing and connection.



Richmond Station and its rail bridge crossing are another landmark in the area.

Continuing east, Swan Street between Lennox and Church Street is a finer grain than the western end of Swan Street, with mainly double storey Victorian terrace buildings with direct street frontage. Small lanes access to the side and rear of commercial properties to the south with small streets extending north into the residential area.



A number of streetscape improvement zones have provided both public seating and outdoor dining zones along with improved pavements to the northern street intersections to Swan Street. The southern sides street terminate at the raised rail infrastructure.



Layered and intricate decorative features of the shopfront facades- tiles, scrollwork, cast iron posts, names, reliefs- imbue the street with a rich sense of the historical development of Richmond as a vibrant inner city suburb.



East Richmond Station is hidden to the south of Swan Street, behind a block of commercial properties. Although pedestrian access is available down several laneways off Swan Street, these are not well highlighted and overall the laneway connections are a poor quality pedestrian experience.

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PRECINCT 2 Church to Stawell Street

This precinct is characterised by a predominance of large lots on the south side, many of which have a discontinuous street edge and accommodate large retail showrooms, commercial and retail uses. There are some two storey terraces on the north, with some larger new mixed use developments dotted throughout.



Richmond Library sits on Church street just to the north of Swan Street and is a key community attractor.



Burnley Station is to the south of Swan Street, with the road overpass acting as a visual and physical barrier. The station lacks clear wayfinding or public realm initiatives to create a safe or enjoyable experience while accessing the station or connecting through to Swan Street from the south.

PRECINCT 3 Stawell Street to the Yarra River

This stretch of the street has a diverse mix of building forms and businesses. Commercial buildings on the south side of the road are generally 1-2 storey with a mix of commercial uses. Directly to the east of Stawell Street is Ryan's Reserve Tennis and Netball Centre, creating a break in the streetscape edge. Buildings on the northern side of the road are generally 1-2 storey and mostly residential east of Belgravia Street.



Burnley Park sits at the east of Park Grove and acts as a bookend to the parks to western end of Swan Street. The Botanicca Corporate Park along with University of Melbourne Burnley Campus are located at the eastern end of the precinct.



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SURVEYING SWAN STREET

A PLACE WHERE PEOPLE COME TOGETHER

Swan Street has always been a place of diverse social and commercial exchange. Proximity to Melbourne's sporting precincts, a long standing live music scene, and a diverse cafe, pub and restaurant offering together with the increasing density in the surrounding residential and post industrial sites continue to keep Swan Street busy and vibrant- day to day, in event mode both day and night.



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HERITAGE FABRIC AND LANDMARKS

The building facades that line the street make a significant contribution to the streetscape character. There are many distinct details, patterns and materials that define the visual experience of the precinct.

The Swan Street Retail Precinct is covered by a local council heritage overlay, along with additional individual overlays for significant buildings including Dimmeys Building, Former Richmond South Post Office, Former State Bank Former Burnley Theatre, Central Club Hotel and the Former Swan Street Drill Hall.



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SURVEYING SWAN STREET

A RICH PALETTE OF PATINAS AND DETAILS

What typifies the unique quality of Melbourne's turn of the century local strip shopping streets. The sheer idiosyncratic exuberance of decoration that was expressed through craft and materiality of the architecture and public realm fittings imparts a rich abundance of layered textures and details for the careful observer in juxtaposition with the continual overlays and new additions that time and changing tastes and ideas demand.



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SURVEYING SWAN STREET

PAVING

Asphalt is the predominant paving material in Swan Street along with some historic bluestone kerbs and gutters in the older side streets, and some sections of grey concrete pavement.

Generally the existing pavements are in poor condition, and display extensive patching, cracking and uplift from tree roots.

There are also fragments of earlier streetscape projects or improvement works that have introduced smaller feature paving moments - including feature stone and cobble banding and concrete with stone inlays. The lack of resilience of these over time is a lesson to be learned from in considering new paving treatments.



STREET FURNITURE

The types of furniture in Swan Street are relatively consistent, with some variations throughout. The quantity, arrangement and consideration of location and aspect are real opportunities to improve the capacity of the street to provide comfort and amenity, along with social potential to the public.



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THE LEGACY OF INFRASTRUCTURE

A mix of organised, incidental and guerrilla art provides vibrancy to Swan Street and the surrounding streets and in part is due to the presence of the significant rail infrastructure that bisects Richmond. This mix should be encouraged as it is part of Swan Street's character and identity.



OUTDOOR TRADING

There is a concentration of businesses with outdoor dining permits and some outdoor trading between Richmond Station and Church Street which add to the activation of the street day and night.



There are some issues with footpath congestion, particularly near designated pedestrian crossings which need to be considered in conjunction with achieving a balance between public and private seating provision.



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SURVEYING SWAN STREET

VEGETATION

There is a random assortment of street trees on and off Swan Street.

Issues with tree pit construction, uplift and cracking of pavements around some of the established trees are common.

There also are many empty tree pits where trees have either failed or been removed and not replaced.

The extent of building verandahs vary along the length of street, and while there still are the limitations or tram catenary and overhead wires, and numerous underground services, there is the opportunity for street tree planting.

The likelihood of establishing a continuous, consistent avenue is not possible, therefore the approach to increasing tree planting in line with Councils' Urban Forest Strategy canopy targets must be an opportunistic one which fits in as many trees as possible, where possible.



New *Lophostemon confertus* planting near Punt Road intersection



Lagerstroemia indica is another commonly planted species



Platanus x acerifolia are some of the more mature species occurring in the street

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Olea europaea planted in the outstand at Lord Street



An example of some of the common issues with Platanus species



Tristaniopsis laurina



Eucalyptus pulverenata copse and native grasses at Punt Road intersection



A mix of native and exotic species within Barkly Gardens



Local business also make contributions in small and quirky ways

Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208

SPATIAL CONSTRAINTS

THE LIMITS OF THE STREET SECTIONS

Swan Street has fairly continuous footpath widths of 3.8m to the north and south sides of the street. The road space typically comprises two through traffic lanes in each direction, with tram lines running within the central traffic lane.

The outer traffic lanes also provide kerbside parallel parking with clearways applying during the AM peak (7am-9.15am) on the southern side of the street and during the PM peak (4.30pm-6.30pm) on the northern side of the street.

From Punt Road to Church Street a 40km/h speed limit applies. Swan Street has a 60km/h speed limit east of Church Street.

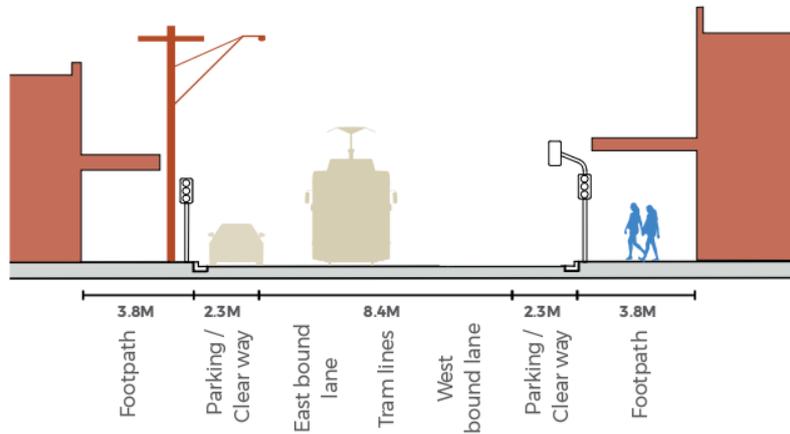
Overhead powerlines, tram catenary and intermittent verandahs have determined the location and type of tree planting. There are no garden beds or groundcover planting in the study area, which the exception of some grassed nature strips at the eastern end in Precinct 3.

The clearways prevent any current possibility of kerb extension directly on Swan Street to allow for cycling infrastructure or any additional space gain for planting, furniture and other urban amenity.

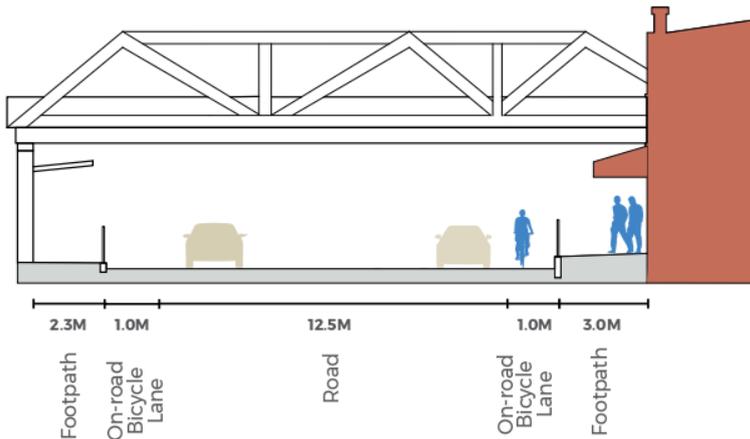
Any opportunity of expansion of public space lies in the potential of the intersecting side streets which also vary in width.

The sections on this page illustrate some of the typical street cross sections and the arrangement of footpaths, parking and tree planting and the challenges and opportunities inherent in the limited spaces available.

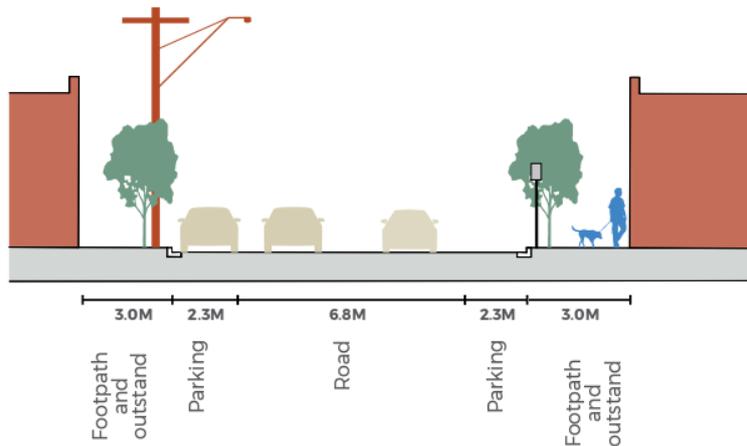
TYPICAL CROSS-SECTION: SWAN STREET



CROSS-SECTION: SWAN STREET RAIL BRIDGE



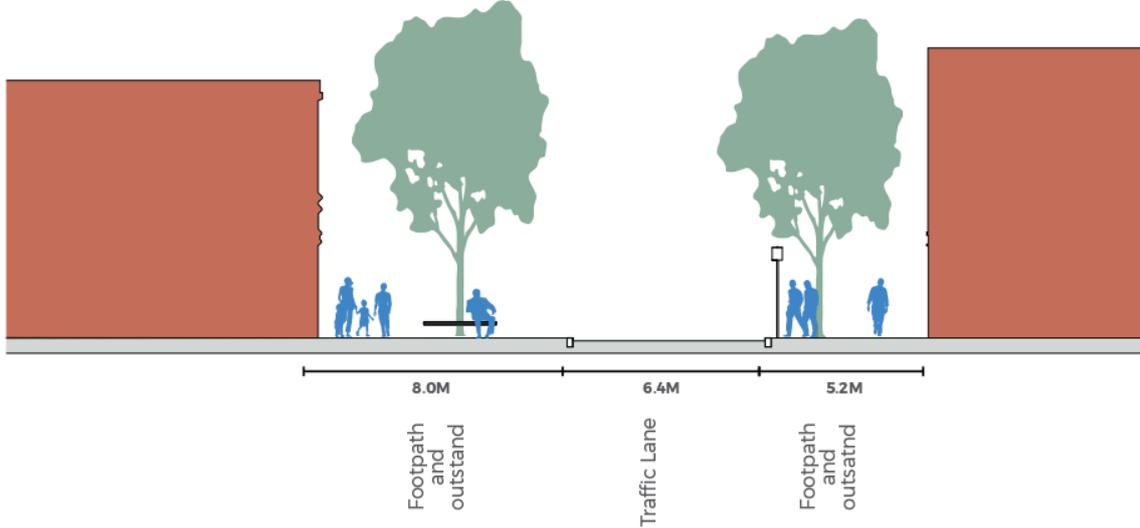
TYPICAL TWO WAY SIDE STREET SECTION : CHARLES STREET



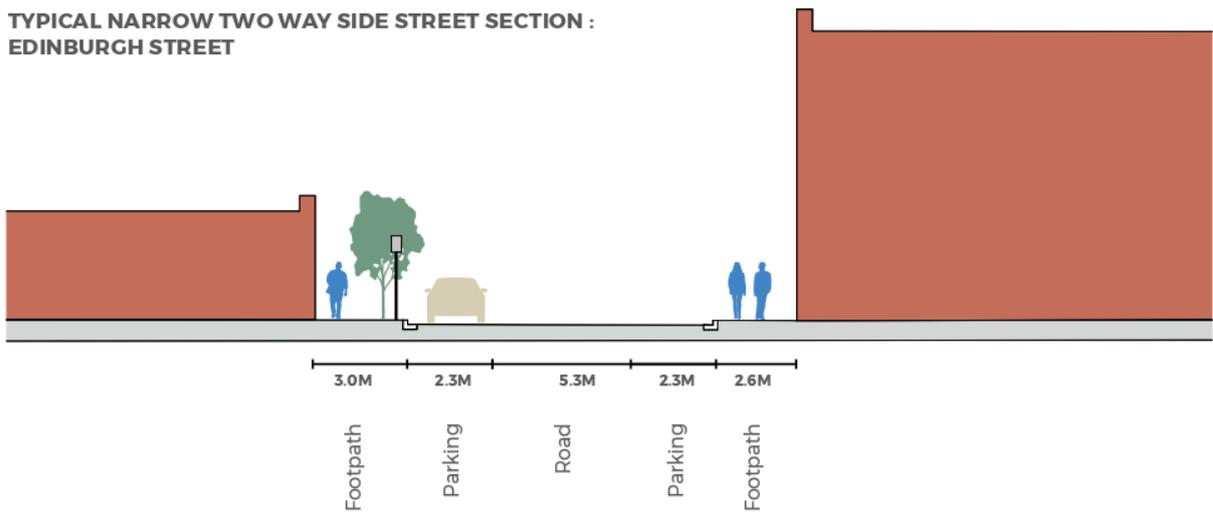
SWAN STREET STREETScape MASTERPLAN
Date: 07.02.2022

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TYPICAL WIDE TWO WAY SIDE STREET SECTION : STANLEY STREET



TYPICAL NARROW TWO WAY SIDE STREET SECTION : EDINBURGH STREET



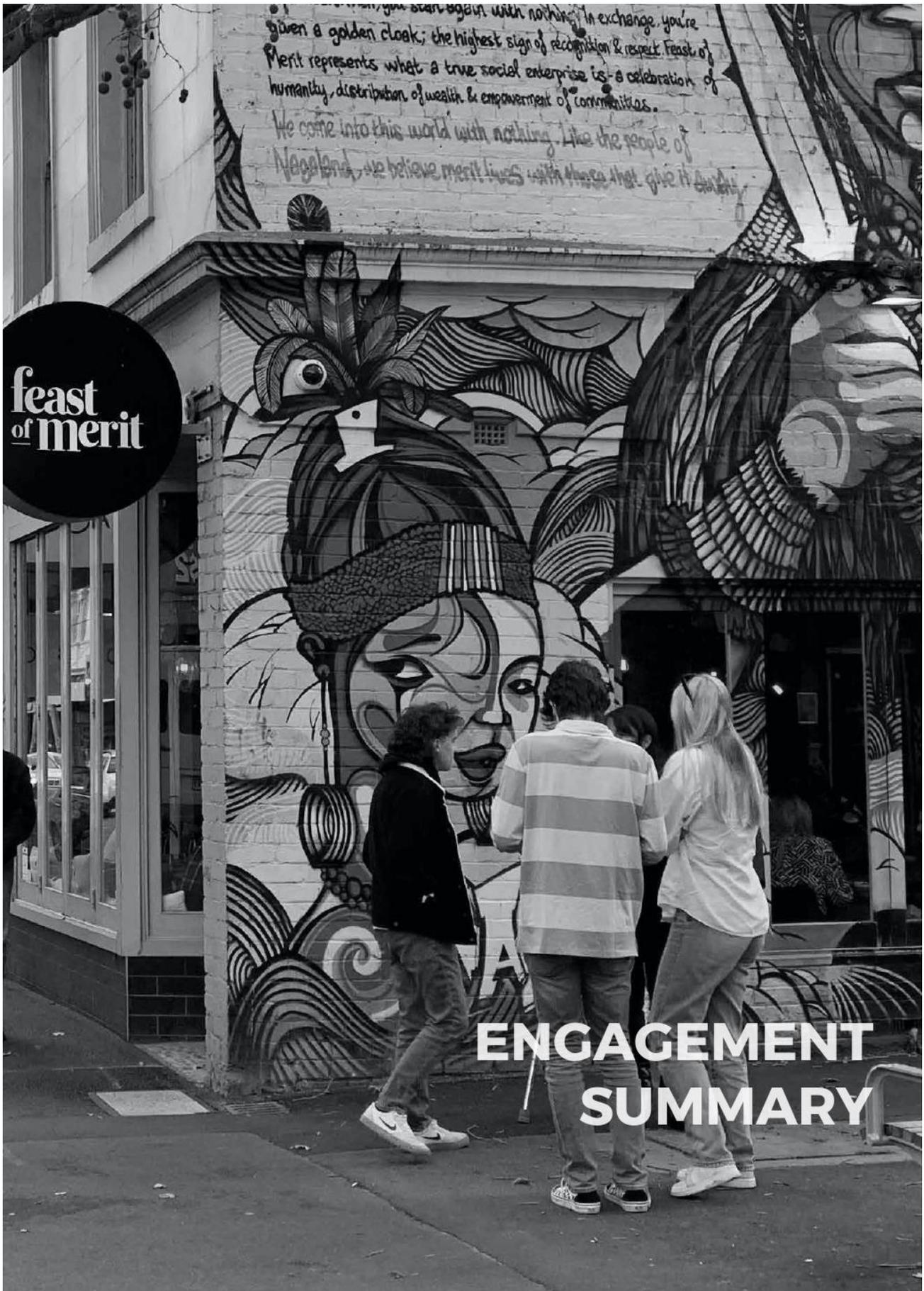
TYPICAL ONE WAY SIDE STREET SECTION : BOTHERAMBO STREET



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COMMUNITY AND STAKEHOLDER ENGAGEMENT

Engagement

The project started in January 2021 and has included a series of internal workshops and engagement with the community. Two rounds of public consultation were carried out:

- Round 1: Early engagement with the community to understand what people love about Swan Street, their priorities and ideas for improvement to inform the draft Streetscape Masterplan. This included online surveys, two pop-up sessions and information distributed to networks.
- Round 2: Consultation on the draft Streetscape Masterplan, to understand if we got it right in terms of the ideas proposed. The consultation included online surveys, two pop-up sessions, information distributed to networks, and a meeting with the Yana Ngargna Advisory Group.

Round 1 Consultation

The first round of consultation was held in April-June 2021 and asked people what they valued about the area and what they wanted to improve.

In terms of what they liked, key responses related to:

- Local businesses - shops, cafes, restaurants, bars/pubs
- Vibrancy during the day and evening
- Atmosphere and feel of the street
- Sense of community
- Football precinct

- Access to public transport
- Heritage and architecture

In terms of ideas for improvement, key responses related to the following:

- More trees and greenery
- Improve footpath access / provide even footpaths
- Improve street cleaning
- Make outdoor dining permanent
- Better lighting
- Ensure outdoor dining maintains pedestrian access
- Improve tree species
- More public art
- Upgrade footpath materials
- Improve quality of outdoor dining setups
- More rubbish bins
- Improve underpasses

This feedback has helped inform the ideas in the Streetscape Masterplan. These ideas aim to create new public spaces to support the vibrancy and atmosphere of the precinct and its community, rationalise the footpath space to improve pedestrian access, and provide opportunities for tree planting, seating and other street furniture.

Round 2 Consultation

The draft Streetscape Masterplan was put on exhibition for comment and surveys asked for feedback on key aspects of the document relating to the footpaths, side street corners and other bigger opportunities. Overall, the Streetscape Masterplan received high levels of support from the community, and useful feedback has been provided to help refine the Streetscape Masterplan.

Side Street corners

Several side streets along the Swan Street corridor were identified for public space improvements, including extending the footpaths and providing more space for people, trees, lighting, seating, bike parking and public art. The community were asked to prioritise the top five streets they'd like to see us focus on. Some of the top streets that received the most points in the survey and pop-up sessions include the following, with a number of other streets still receiving a good number of points.

- Lennox Street
- Stanley Street
- Mary Street (north and south)
- Clifton Street
- Bendigo Street
- Docker Street
- Waverley Street

Footpaths

The masterplan suggests ideas to improve the footpaths along Swan Street, relating to trees and greenery, street furniture, outdoor trading and paving. All of the

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categories received good levels of support in the survey (at least an average score of 60% support), with the following

Bigger opportunities

The Streetscape Masterplan identified a number of other ideas for the precinct, including new public spaces, opportunities for improved public art and lighting and streetscape improvements. The community were asked to rate how much they liked (or disliked) the proposals on a sliding scale. A summary showing the average rating is shown below, showing that all proposals received a support rating of over 72%, demonstrating good levels of support. The proposals include:

- Laneway improvements, including public art, lighting and wayfinding
- New public space at Charlotte Street (in front of Richmond Library) and improvements to St Crispin Street
- New public space in East Richmond Station car park
- New public space at Stawell

Street, and streetscape improvements around Burnley Station

- New/extended public space at Wangaratta Reserve and Docker Street car park
- Improvements under Swan Street railway bridge

Feedback was also received, which raised a number of issues to be considered or other feedback. These include (but are not limited to) impacts on car parking and traffic movement, support for more trees, more lighting needed, additional ideas for the railway bridge, and inclusion of some additional ideas such as Wellington Street, the Brighton Street railway bridge and the Stawell Street underpass. These issues are discussed in more detail in the Round 2 Engagement Report for this project.

Overall there were good levels of support for the ideas presented. However, the Streetscape Masterplan has been refined in response to the feedback received to acknowledge the issues and priorities and ensure that they are

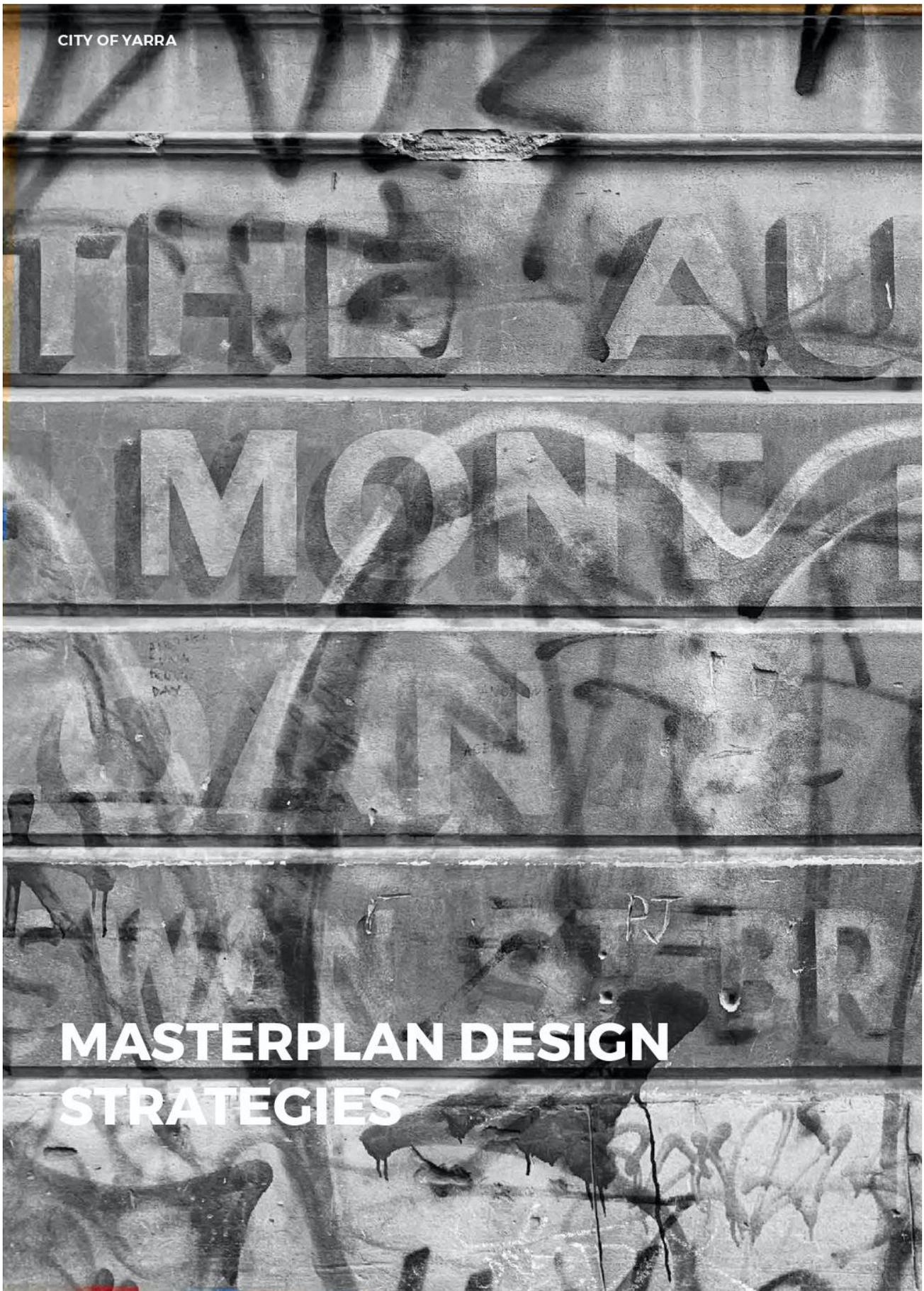
considered as any projects are taken forward for more feasibility and design work. As projects are taken forward, further consultation will take place with the local community, traditional owners, key users of the space and other stakeholders to refine the ideas.

Other issues raised outside scope of project

There were a number of other issues raised which relate to the allocation of road space, bike lanes, pedestrian crossings, tram stops, graffiti removal, street cleaning and planning and development issues. These are outside of the scope of this project but addressed on page 102 of this document.



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VISION

The overarching vision for the Swan Street precinct is drawn from consultation feedback and analysis of the area, recognising the area's strengths and distinctiveness.

Swan Street will continue to be one of Melbourne's great inner-city streets with a lively atmosphere and a rich history. A place where people come together - to live, work, shop, dine, gather and be entertained.

Swan Street and the surrounding streets and railway stations will provide a network of high quality footpaths and public spaces that are attractive, generous and safe for all, both day and night.

The delivery of ongoing improvements and design initiatives will enable a diverse range of activities, planting and public amenity in a well designed and connected pedestrian environment.

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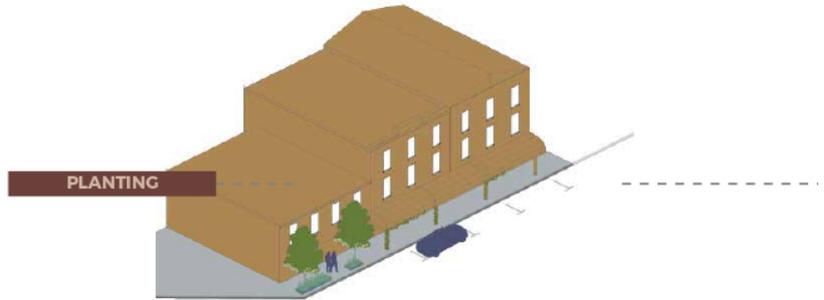
MASTERPLAN DESIGN STRATEGIES

SWAN STREET: STREET WIDE IMPROVEMENT STRATEGIES

The following are streetwide strategies which we see as key to improving the existing footpath spaces of Swan Street.

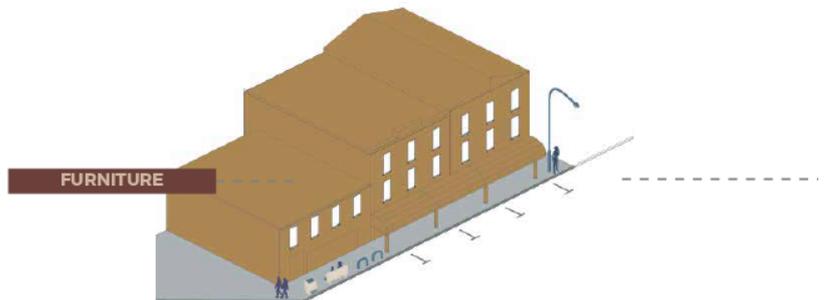
Planting

Target every opportunity to introduce street trees and understory planting for shade, visual amenity, water management, biodiversity and to align with City of Yarra's Urban Forest Strategy goals. Tree species selection to ensure the right tree for the right location. Replace empty tree pits with new trees in structural soil/soil cells. Provide extensive planting within outstands where there is more room.



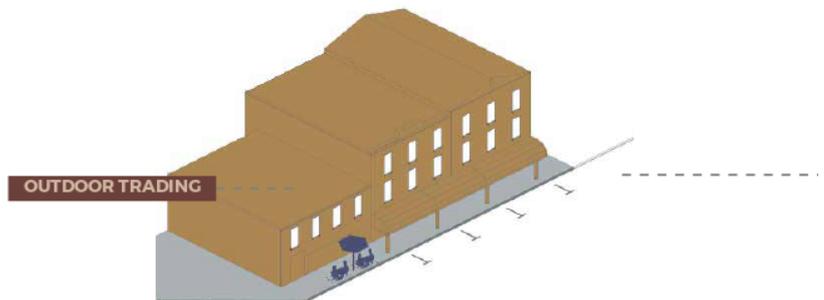
Street Furniture, Urban Elements and Lighting

Increase seating to include at least 1 seat every 60m. Declutter tram stops to improve access. Increase provision of bicycle racks, waste bins, drinking fountains. Upgrade street lighting to LED. Additional lighting to be considered if/where needed.



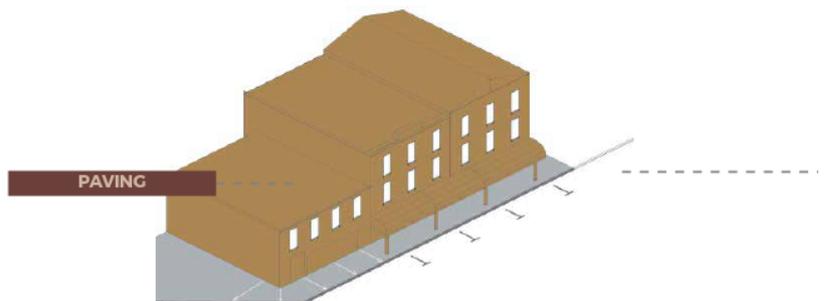
Outdoor Trading

Outdoor trading is a high level contributor to the day and night time economy of Swan Street. Continue to enable outdoor trading balancing quantity and location with the need to prioritise pedestrian movement and public open space. Discourage outdoor trading around tram stops to improve pedestrian access. Allow for clear enforcement of Outdoor Trading Policy.



Paving

Unified approach, asphalt for paving along Swan Street. Remove 'feature' paving as sections are upgraded. Allow for easy maintenance and replacement. Improve crossfalls where possible.



Review cleaning and maintenance strategies to keep the street clean and in good repair and meet the expectations of the public.

SWAN STREET STREETScape MASTERPLAN
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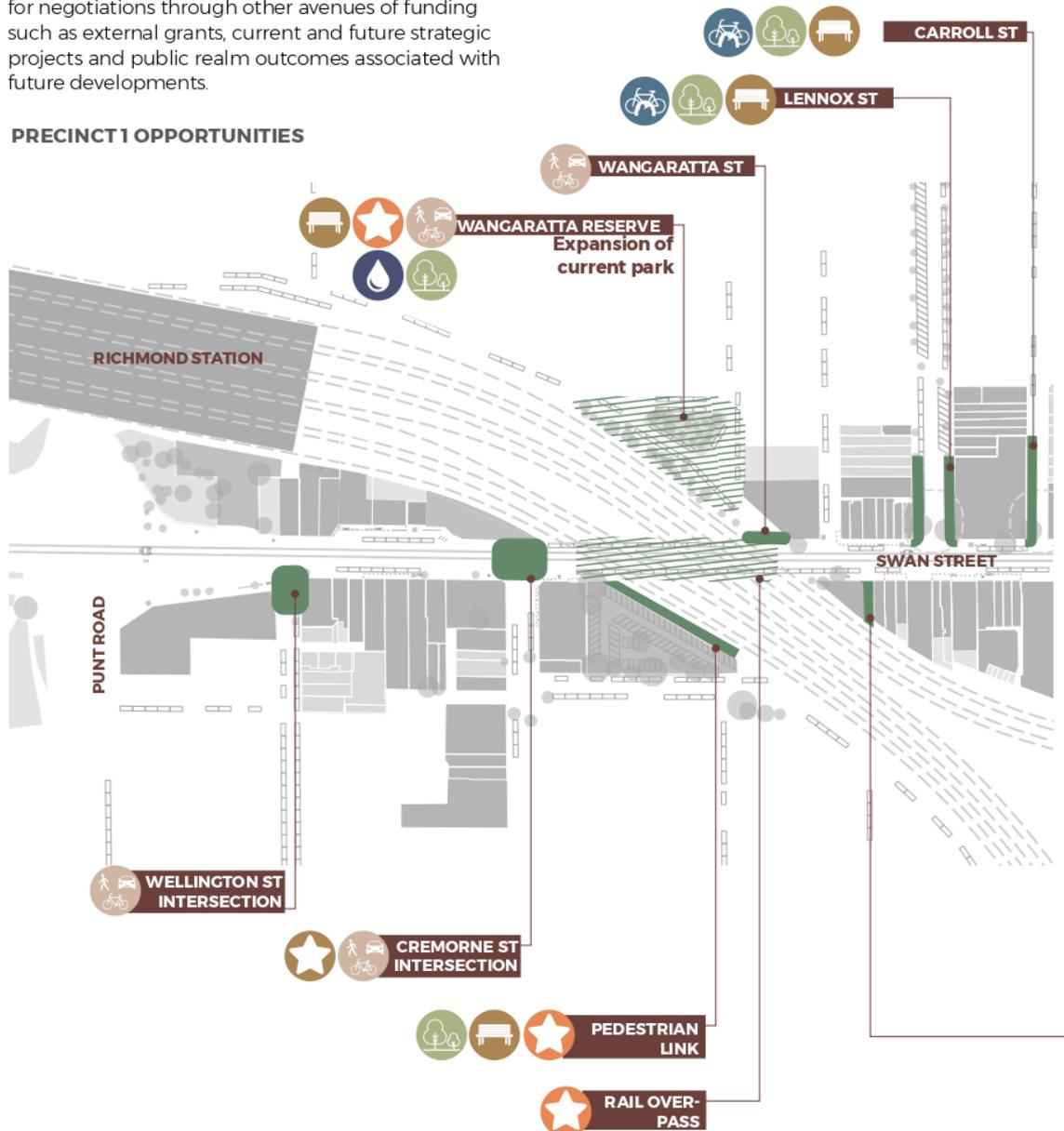


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MASTERPLAN DESIGN STRATEGIES

The Masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.

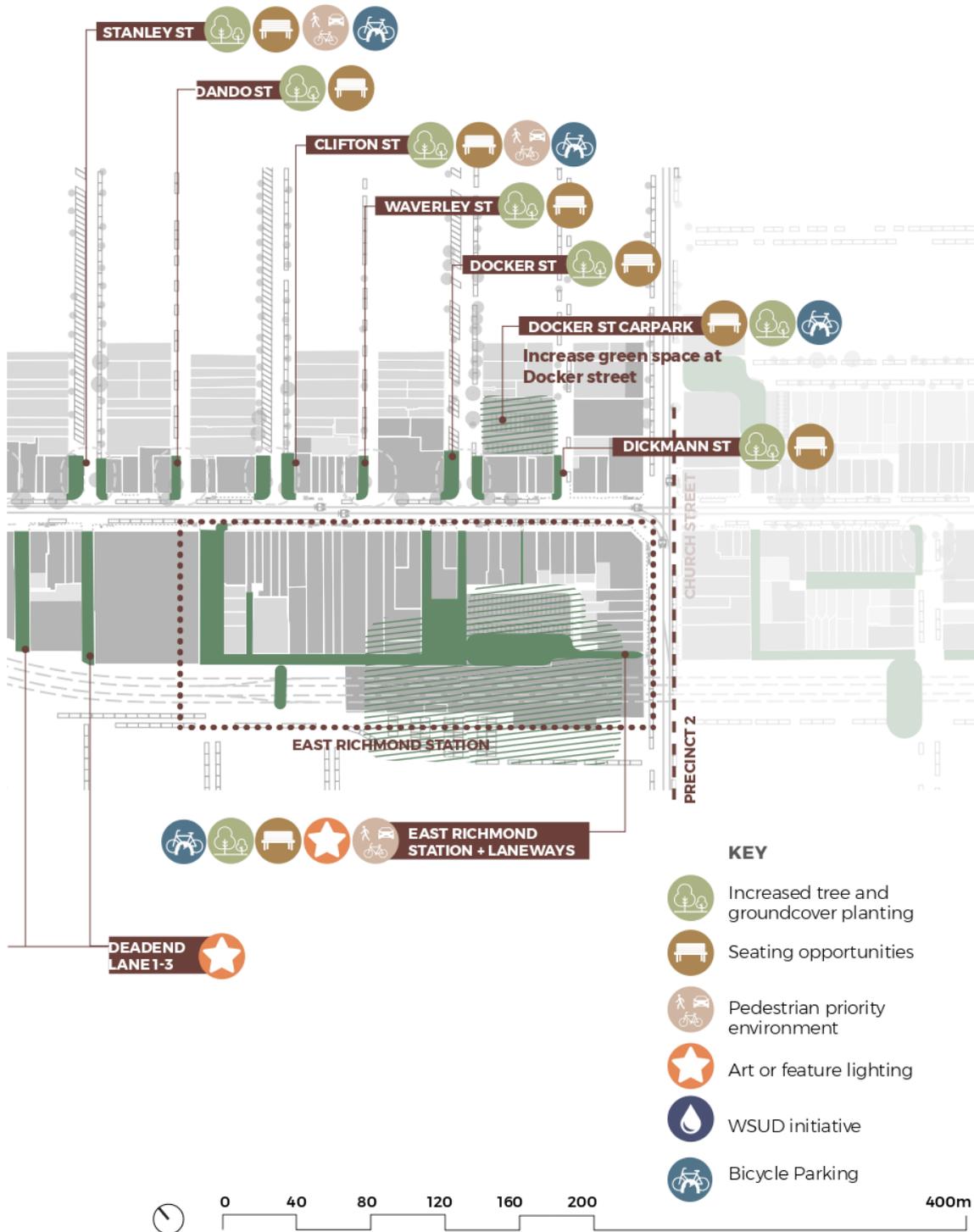
PRECINCT 1 OPPORTUNITIES



As these projects stand on the traditional lands of the Wurundjeri people, close to culturally significant sites such as Birrarauing (Yarra River) and the Corroboree Tree, it is important that a meaningful engagement process with local indigenous groups and artists is carried out. Tree species will be selected by suitability to location and be in line with Urban Forest Strategy. Lighting strategies are to be considered across the whole masterplan, to provide safer and more functional spaces. Feasibility work is to be carried out to understand the wider traffic impacts of the projects, as well as future consultation with the community.

SWAN STREET STREETScape MASTERPLAN
Date: 07.02.2022

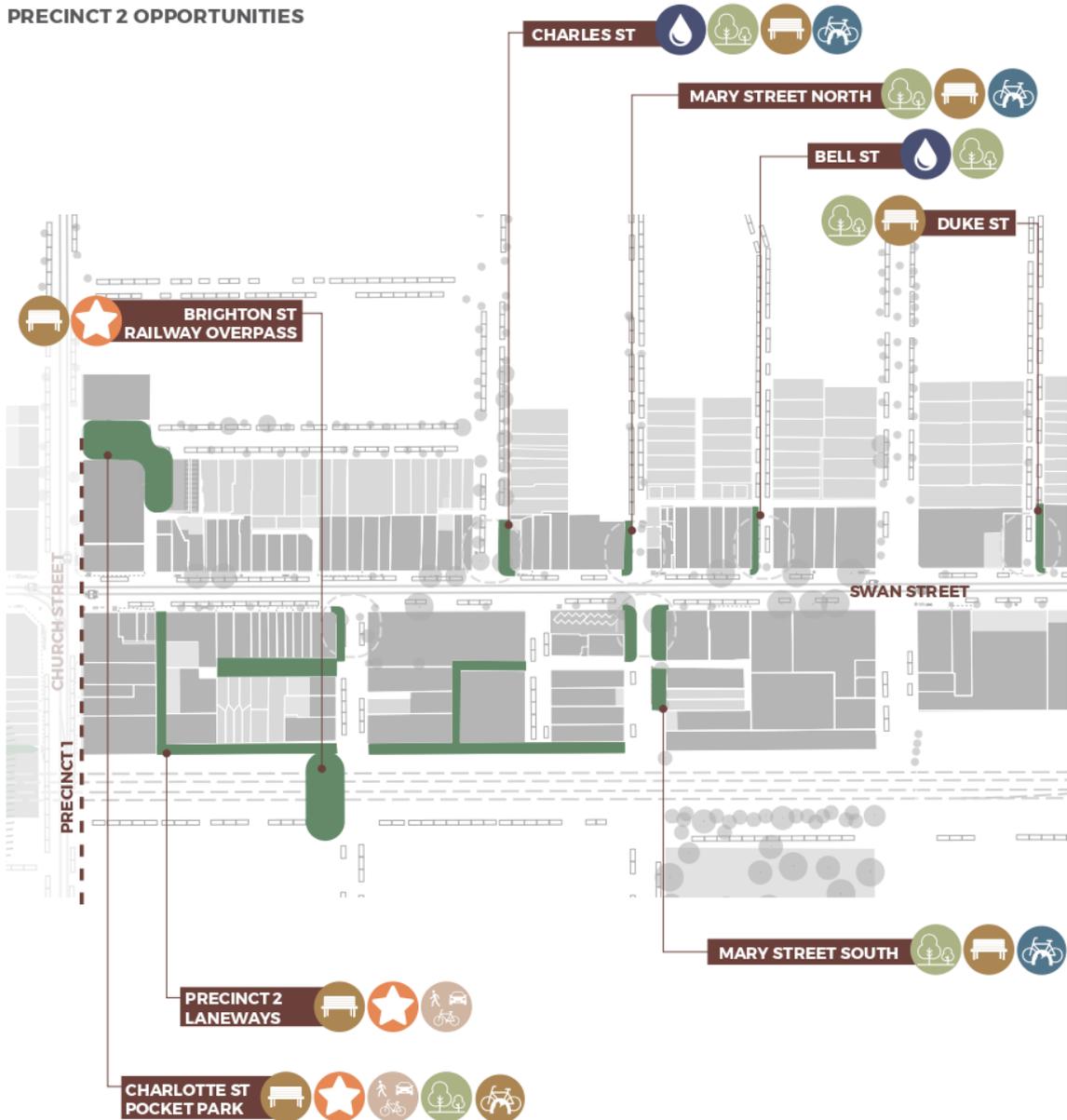
Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208



Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208

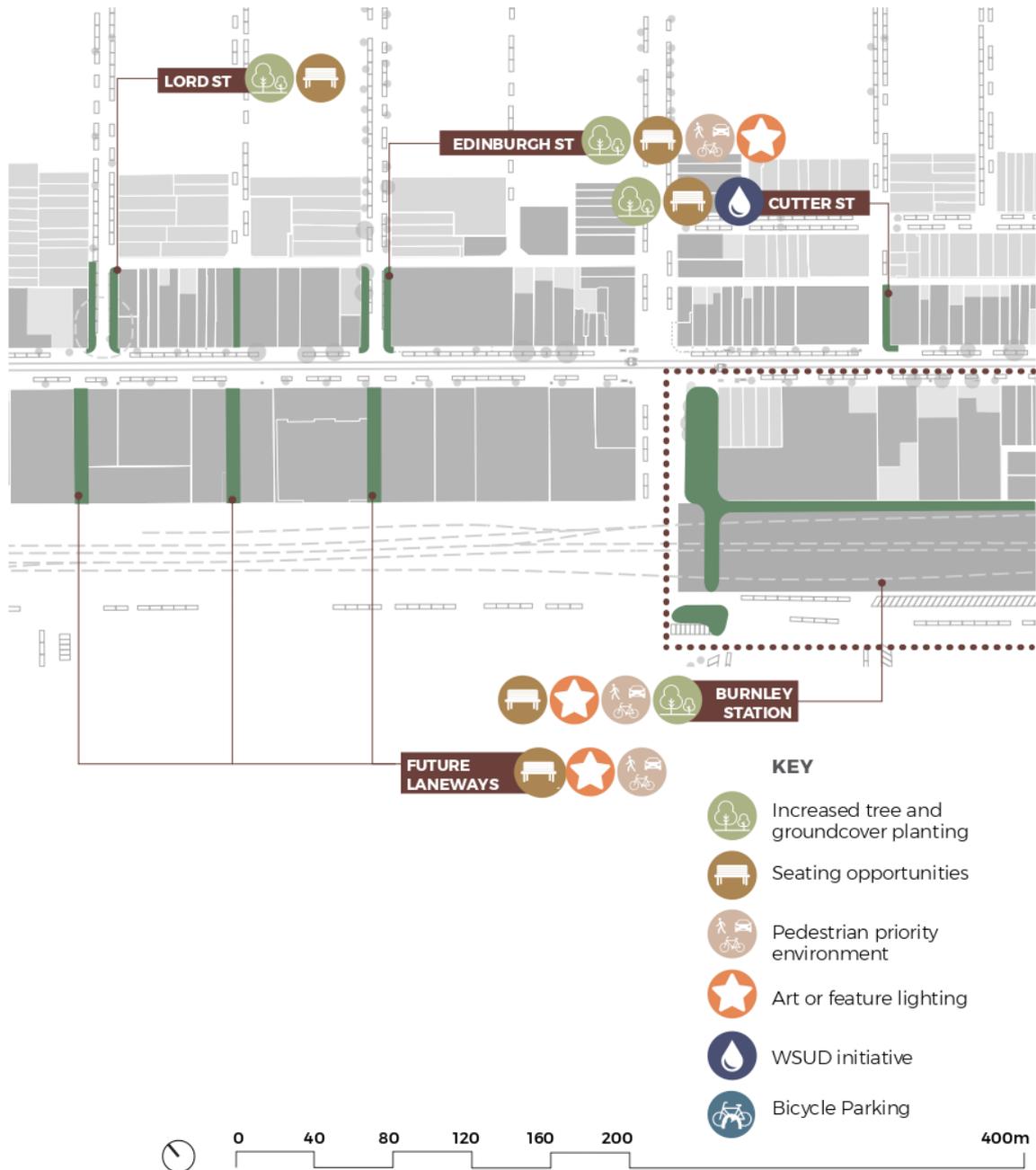
MASTERPLAN DESIGN STRATEGIES

PRECINCT 2 OPPORTUNITIES



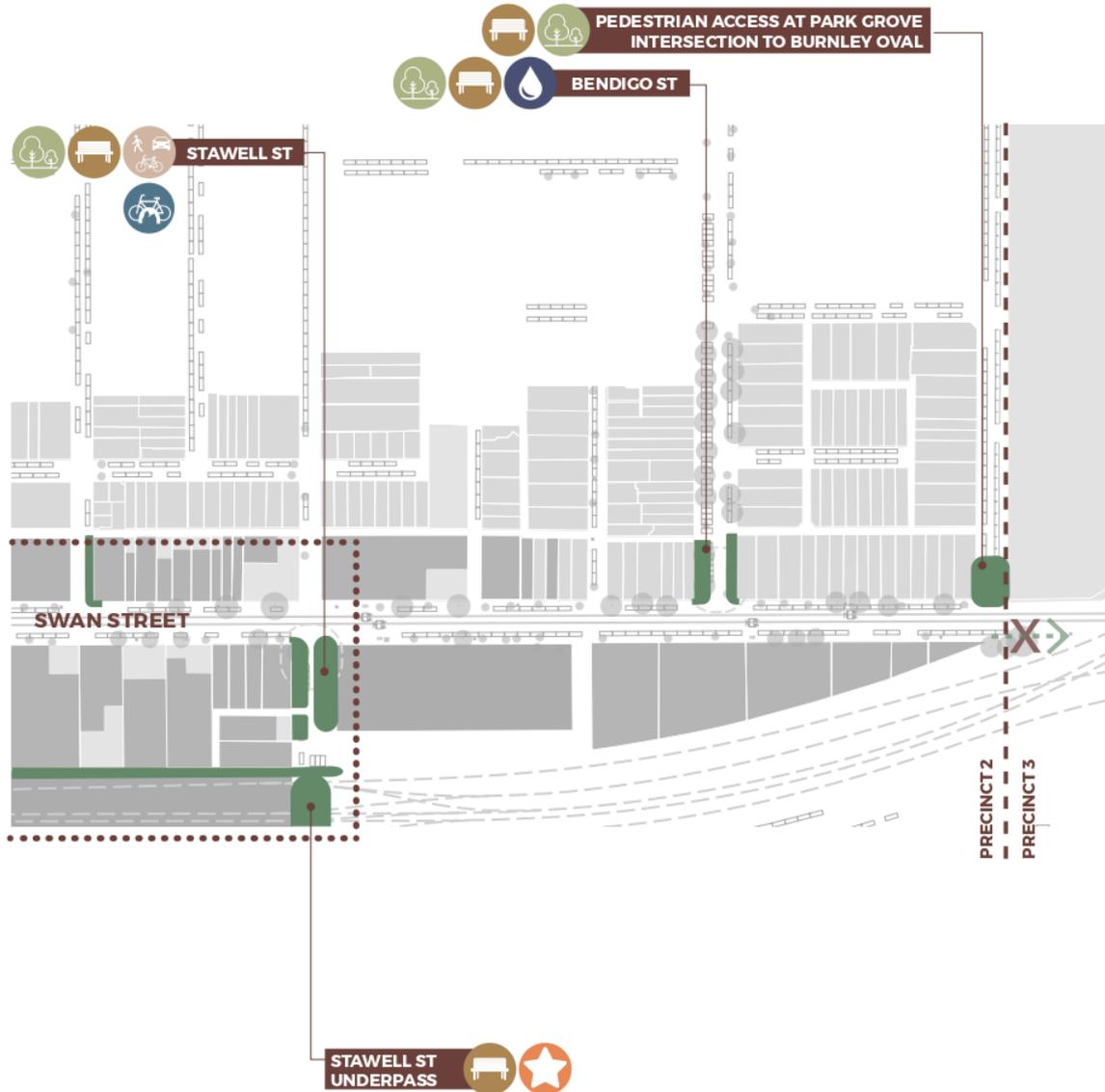
SWAN STREET STREETScape MASTERPLAN
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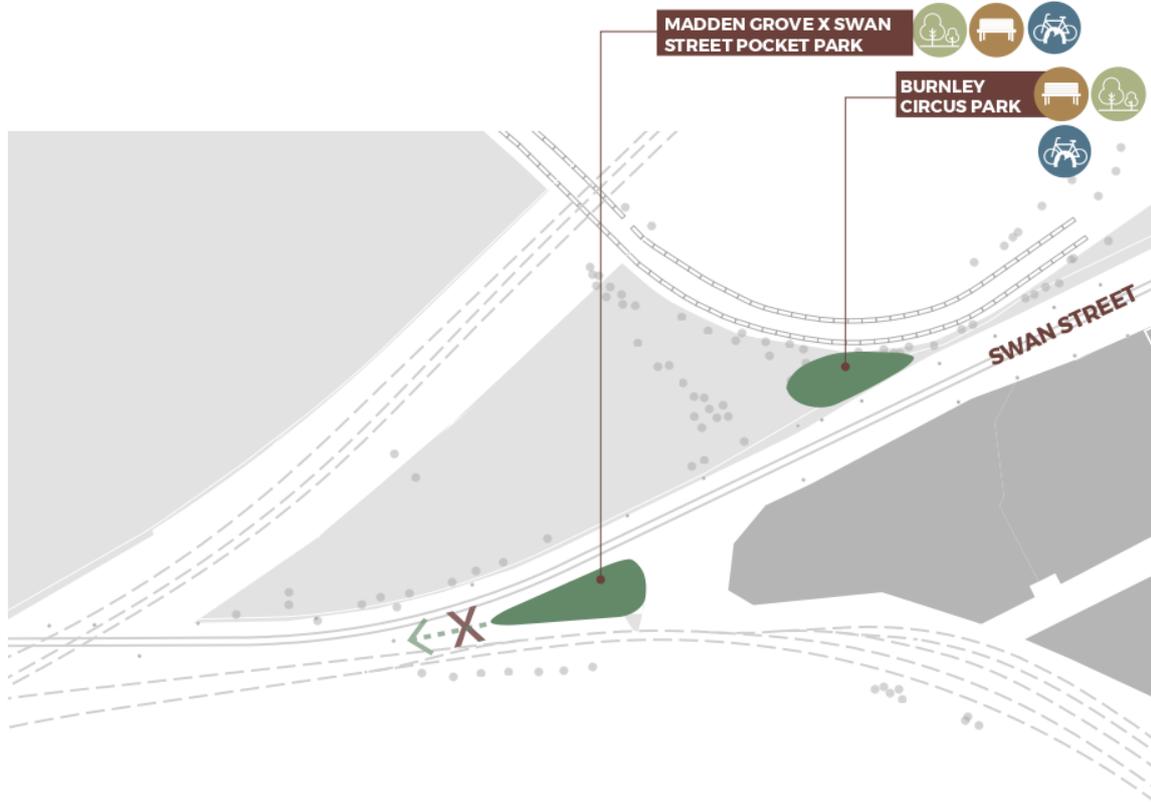
MASTERPLAN DESIGN STRATEGIES

PRECINCT 2 AND 3 OPPORTUNITIES



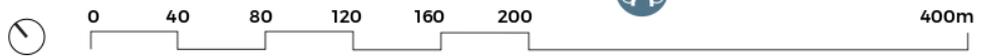
SWAN STREET STREETScape MASTERPLAN
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KEY

- Increased tree and groundcover planting
- Seating opportunities
- Pedestrian priority environment
- Art or feature lighting
- WSUD initiative
- Bicycle Parking



MASTERPLAN DESIGN STRATEGIES

THE OUTSTANDS - A STREET OF MANY PLACES!

Objective

Establish a suite of smaller projects at key outstands and corners which makes the most of essential additional space not available in the typical footpath width of Swan Street.

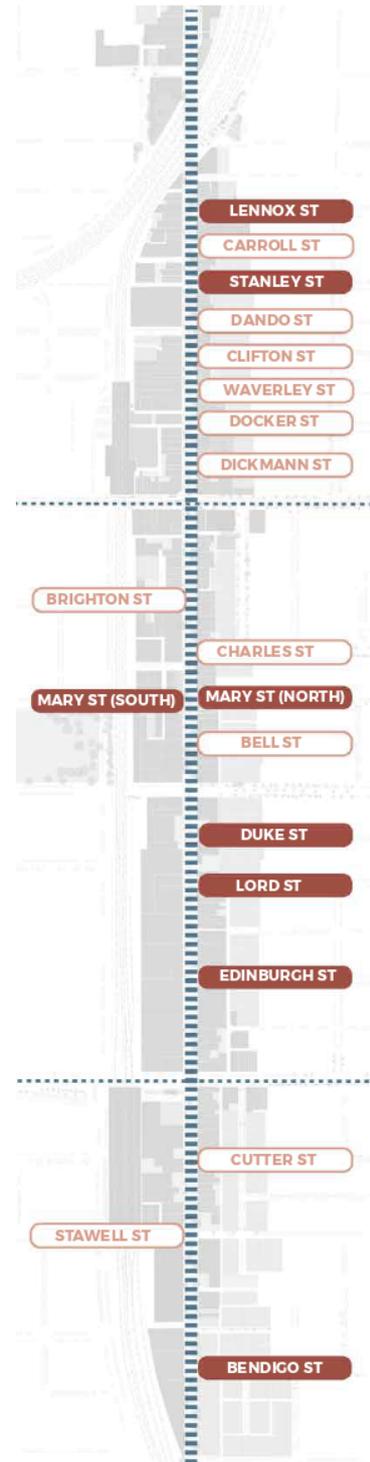
A significant increase in public space is possible by establishing and enlarging the outstands to the intersecting streets north of Swan Street.

The locations identified do not preclude upgrades to other corners in the future. Some of these spaces are already fully occupied currently by outdoor dining and parklets permitted by Council and may in time become future opportunities.

Design Initiatives

Punctuate the length of the street with smaller pedestrian friendly gathering places that provide:

- Attractive planting- in-ground, horizontal and vertical. Tree planting for shade
- Tree species selection to ensure the correct tree for the location
- Bespoke seating that is diverse in type and arrangement for multiple modes of use
- Opportunity for public art including art by local Aboriginal and Torres Strait Islander artists
- A fair balance of area dedicated to permits for outdoor dining and those maintained for public use at each outstand
- Light for safety, ambiance and creative effect
- Special paving treatments that incorporate colour and crafted elements
- Play and engagement with children
- A celebration of local identity and heritage
- Opportunity for street furniture to use sustainable materials
- Small high quality structures such as pergolas and vertical screens
- Additional bicycle parking
- Level pedestrian access over the side streets (where they meet Swan Street) and tightening the kerb radii to slow vehicles down
- Consider accessible parking and loading bay requirement as well as impacts on car parking
- Consider drainage requirements and opportunities for WSUD initiatives



PRECINCT 1 OUTSTAND OPPORTUNITIES

PRECINCT 1 - 1900M² NEW PUBLIC SPACE



Outstands in Precinct 1 are mainly adjacent to cafes and restaurants and are successfully used as alfresco dining spaces. The extension of these spaces could provide a dedicated public realm with customised seating and increased planting and environmental opportunities for the citizens of Richmond as well as paying customers.

KEY OUTSTANDS

- Lennox Street
- Stanley Street

Each intersection has the potential to become a place in its own right, part of a distributed network of characterful and individual neighbourhood meeting places at the connection of Swan Street to its residential core.

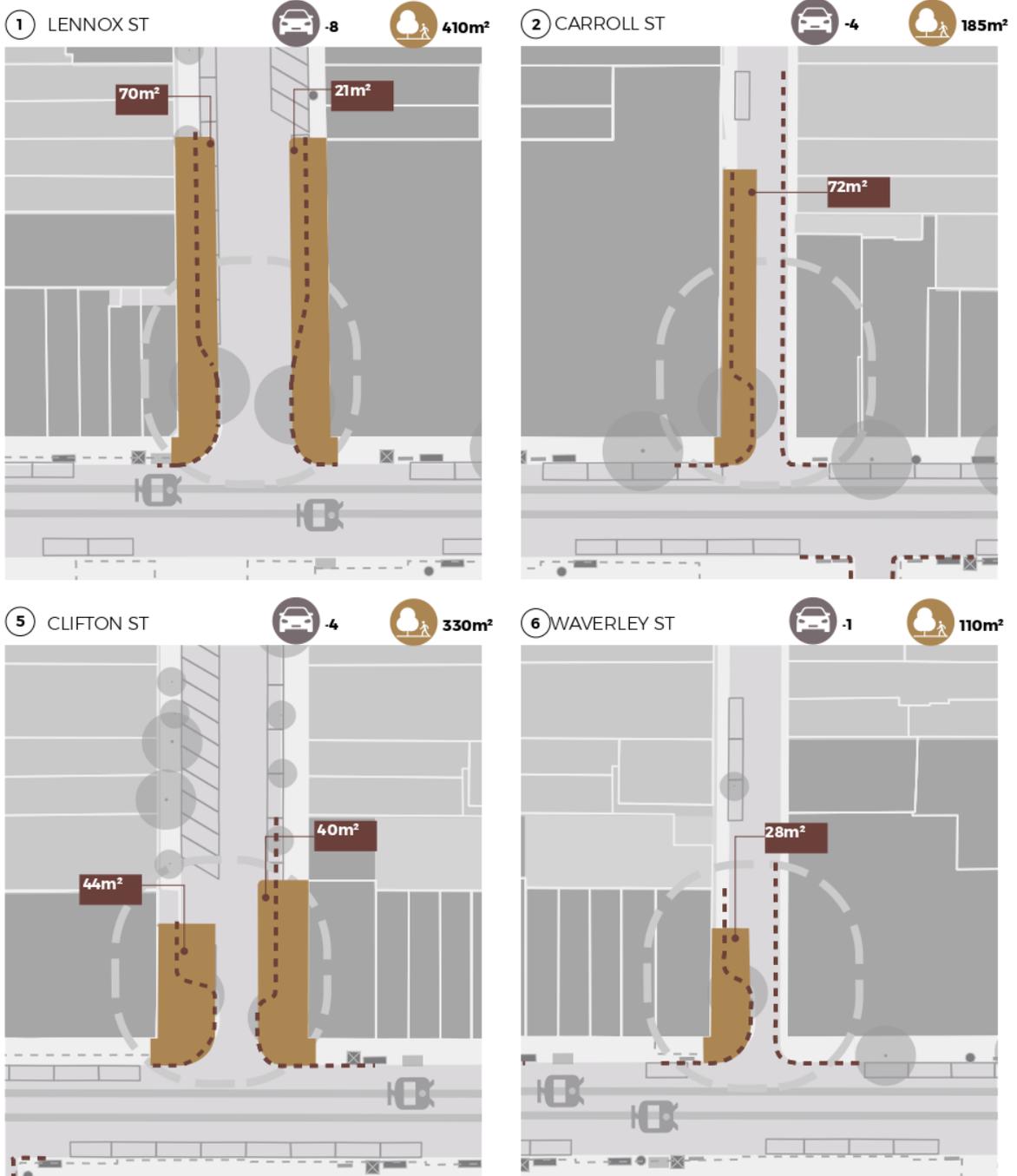
At each location all existing crossovers and property right of ways will be maintained.

To illustrate the potential for the kerb outstands, studies on selected locations have been undertaken. The outstands present different opportunities depending on the size and surrounding context.

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PRECINCT 1 OUTSTAND OPPORTUNITIES

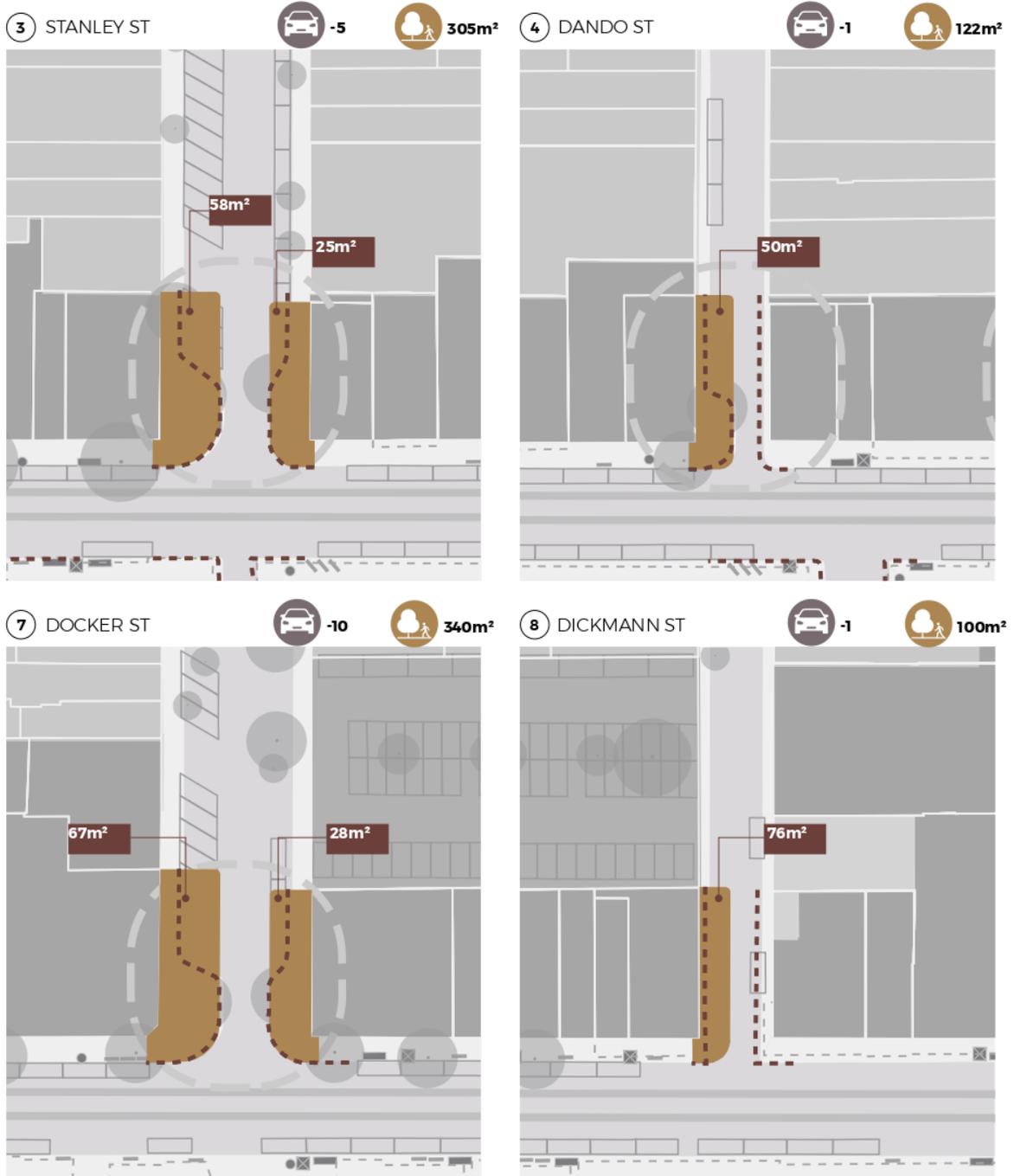
STUDIES



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KEY

- 76m² Public Realm Gain
- 🚗 Car Park Removed
- 👤 Total New Activated Public Space

A SOCIAL SPACE FOR GATHERING AND OUTDOOR ACTIVATION

STANLEY STREET OUTSTAND



Artists impression for further exploration

- ① Public realm seating which provides a range of vantage points and places to gather individually or in groups, in sun and in shade
- ② Provide flexible open area for permitted outdoor dining and trading use
- ③ Raised platforms around existing tree for protection and additional seating
- ④ Large areas of planting should be included to increase biodiversity within the precinct and create more enjoyable and beautiful spaces
- ⑤ Crafted and textural paving pattern defines moments of pause and gathering

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EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Furniture to encourage social interaction



A sense of being immersed in planting

WHERE THE HILL MEETS THE FLATS

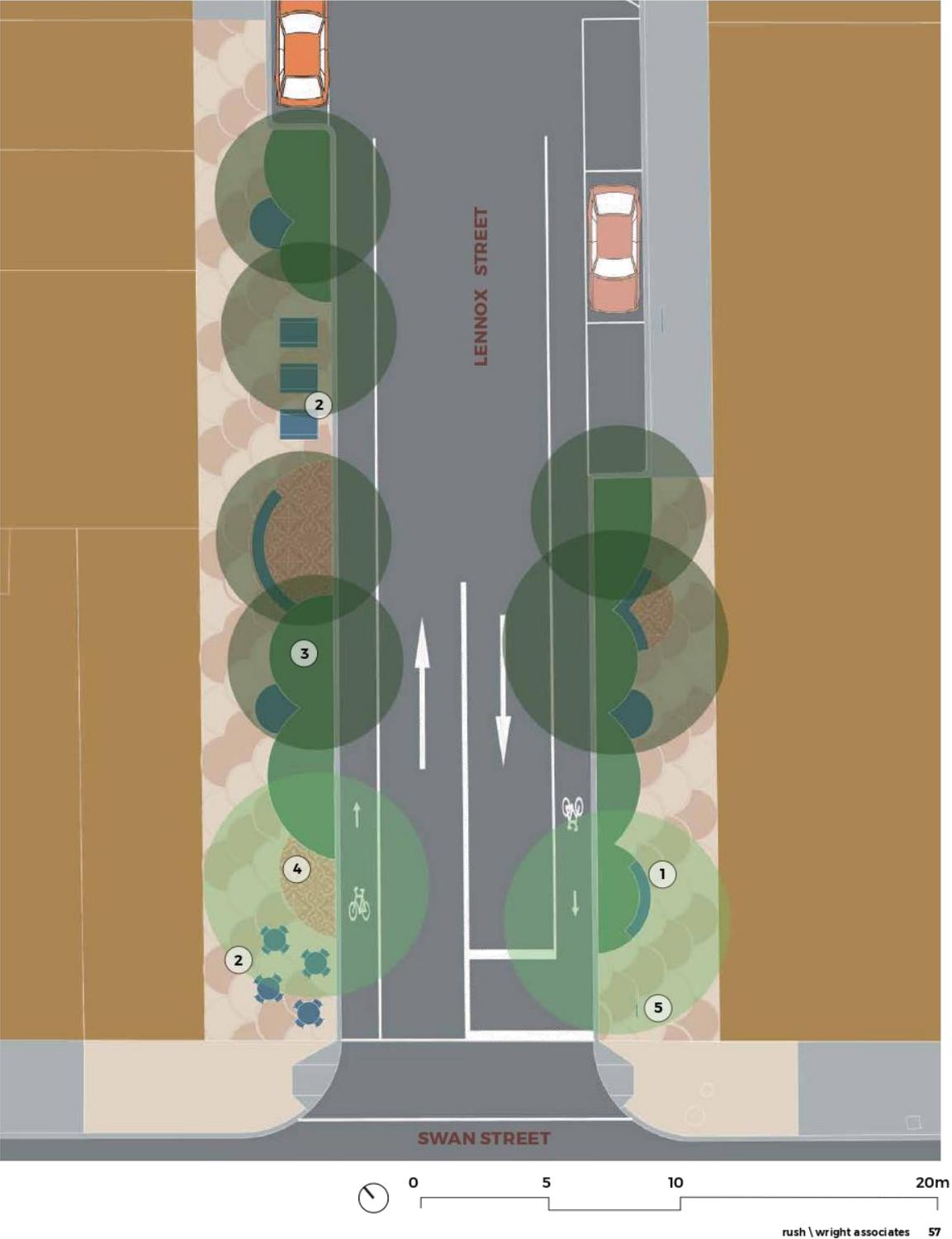
LENNOX STREET OUTSTAND



- ① Public realm seating which provides a range of vantage points and places to gather individually or in groups, in sun and in shade
- ② Provide flexible open area for permitted outdoor dining and trading use
- ③ Large areas of planting should be included to increase biodiversity within the precinct and create more enjoyable and beautiful spaces
- ④ Crafted and textural paving pattern defines moments of pause and gathering
- ⑤ Provide bike parking

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PRECINCT 2 OUTSTAND OPPORTUNITIES

PRECINCT 2 - 1747M² NEW ACTIVATED PUBLIC SPACE



Outstands to streets heading north off Swan Street create an opportunity for enhanced public realm due to the space they provide outside of the main circulation paths. Outstands in Precinct 2 are mainly adjacent to commercial properties and therefore could be utilised for extended public realm with seating, art, and increased planting opportunities. Each outstand has the potential to tell a slightly different story reflecting the many histories, pasts and presents of Swan Street.

To illustrate the potential for the kerb outstands, studies on selected locations have been undertaken. The outstands present different opportunities depending on the size and surrounding context.

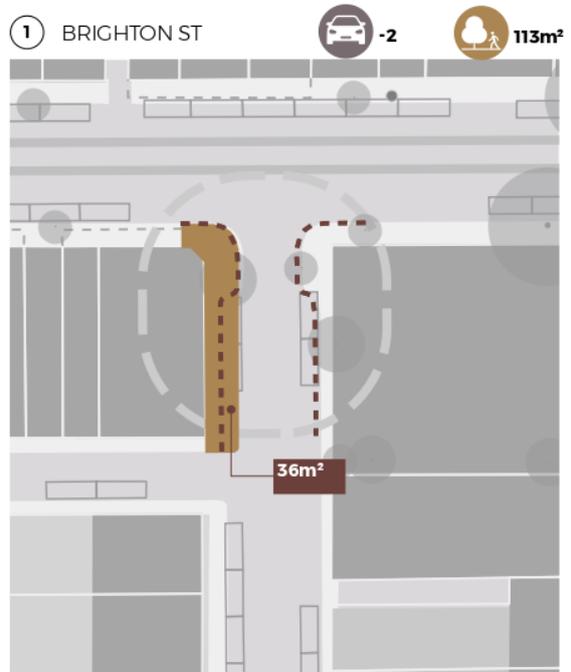
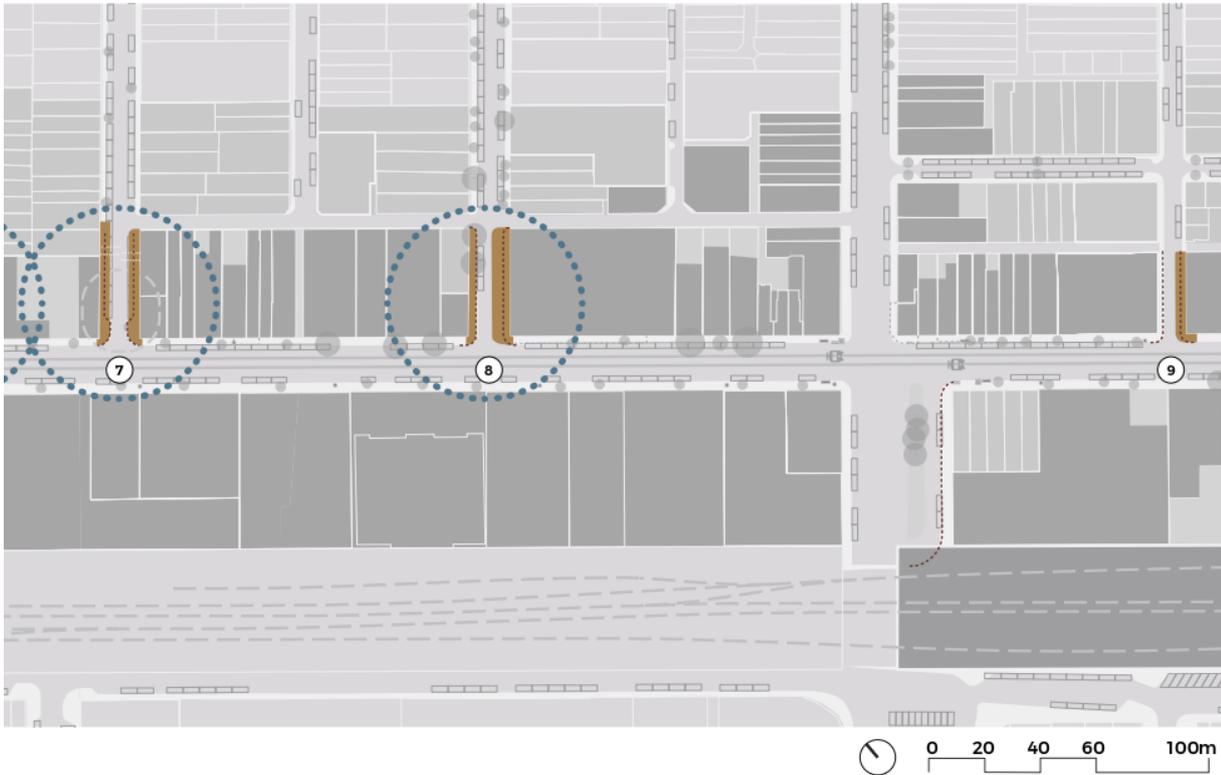
KEY OUTSTANDS

- Mary Street North
- Mary Street South
- Duke Street
- Lord Street
- Edinburgh Street

③

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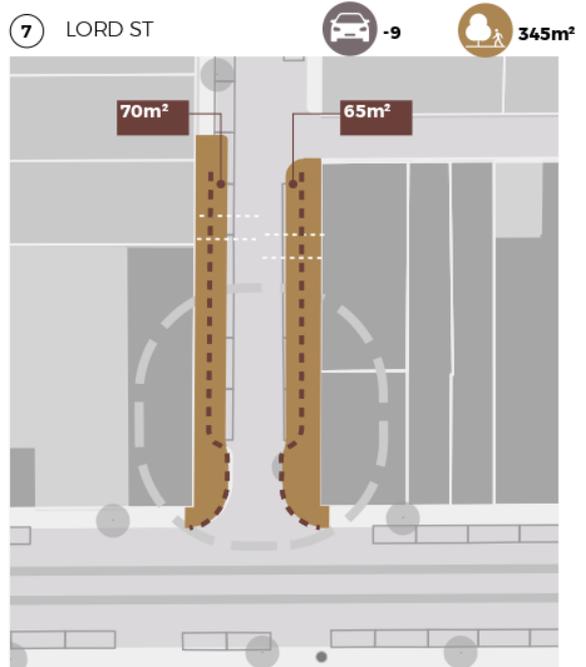
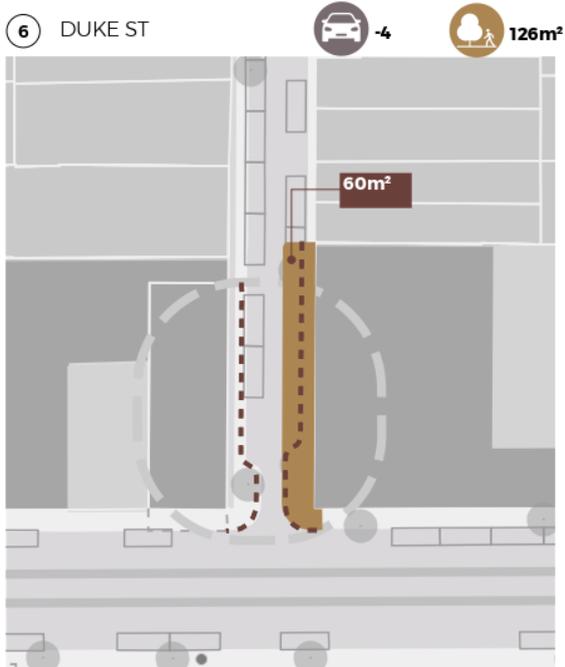
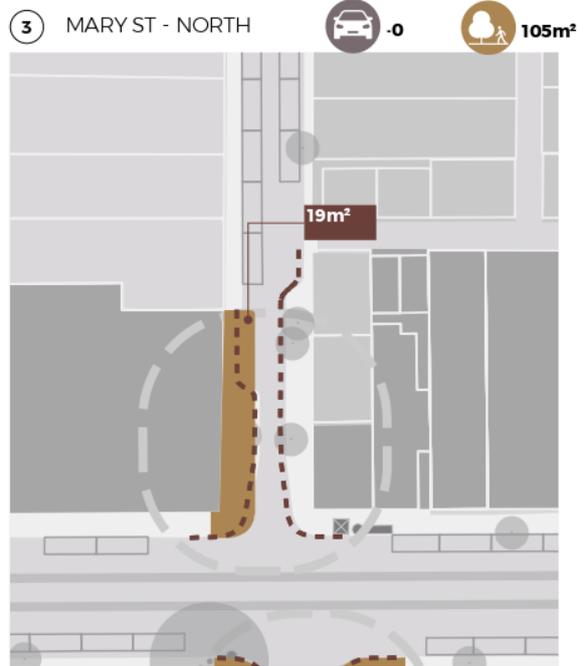
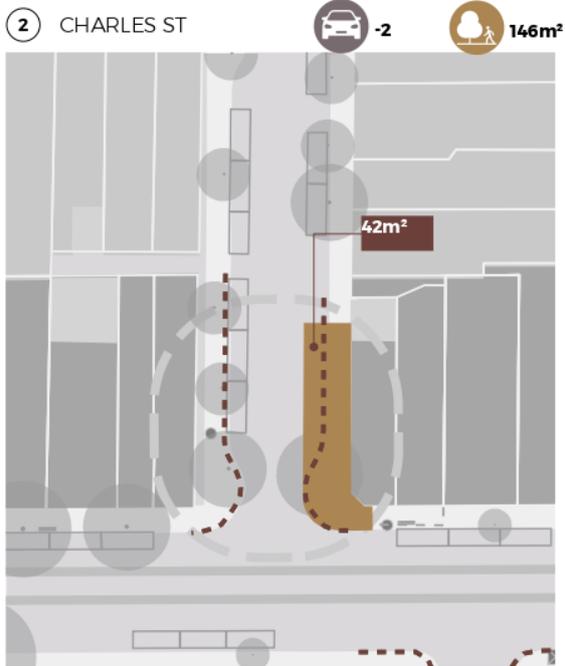


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PRECINCT 2 OUTSTAND OPPORTUNITIES

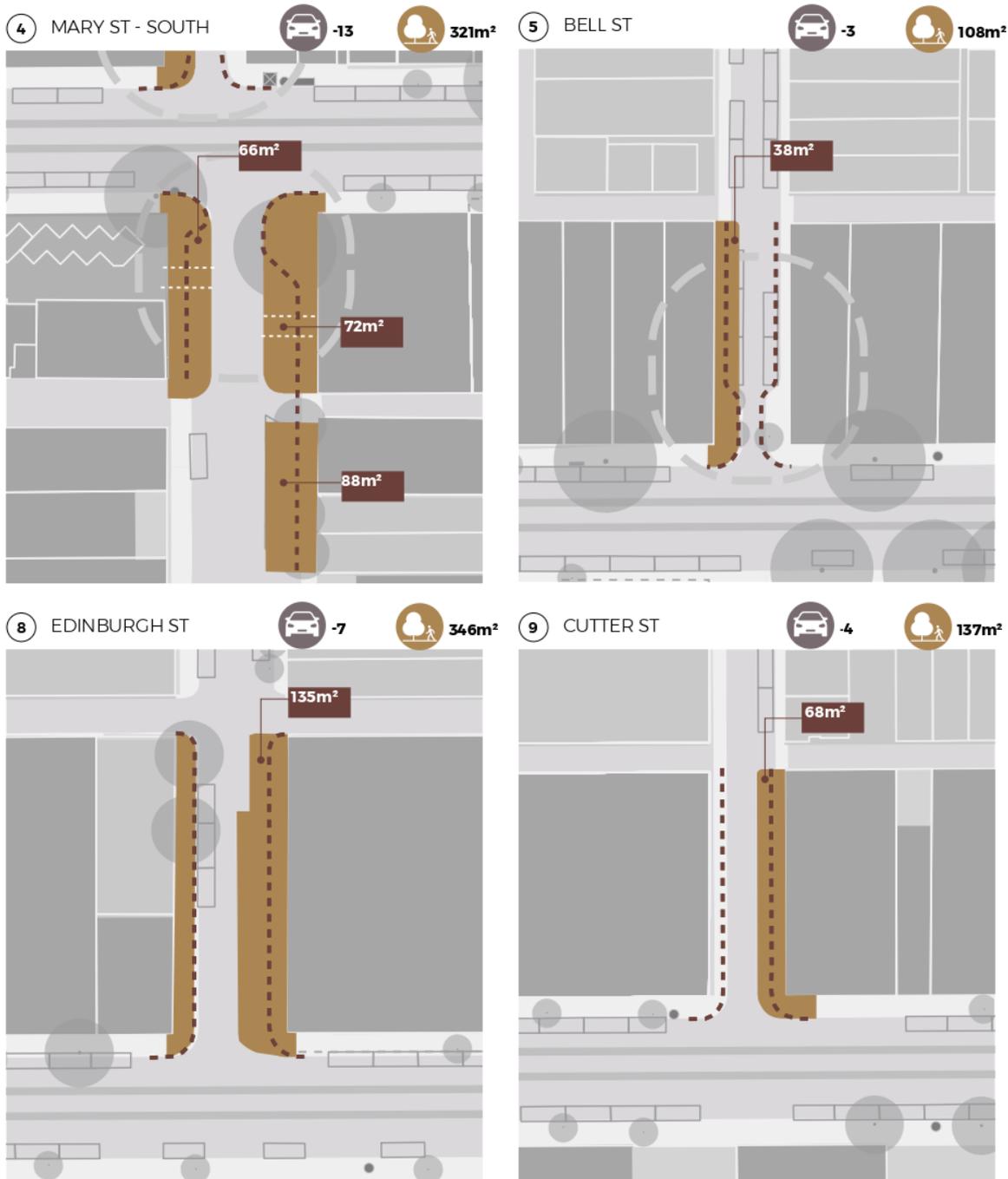
PRECINCT 2 OUTSTAND STUDIES



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KEY

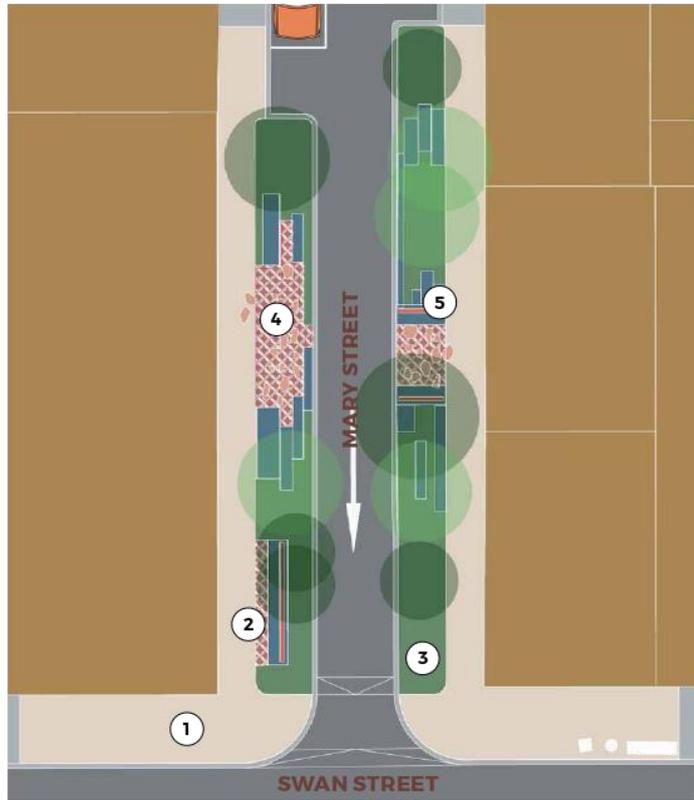
- 76m² Public Realm Gain
- Car Park Removed
- Total New Activated Public Space

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INDUSTRIAL GREEN

MARY STREET NORTH - INDUSTRIAL GREEN

- ① Create a defined area through feature paving, highlighting the public realm space within Swan Street streetscape
- ② Seating opportunity along Mary Street footpath, providing rest locations adjacent to Swan Street
- ③ Large areas of planting should be included to increase biodiversity and permeable surfaces within the precinct
- ④ An emphasis on indigenous species recolonising this industrial setting
- ⑤ A variety of seating options should be situated to provide flexibility of use



EXISTING CONDITIONS



Mary Street North



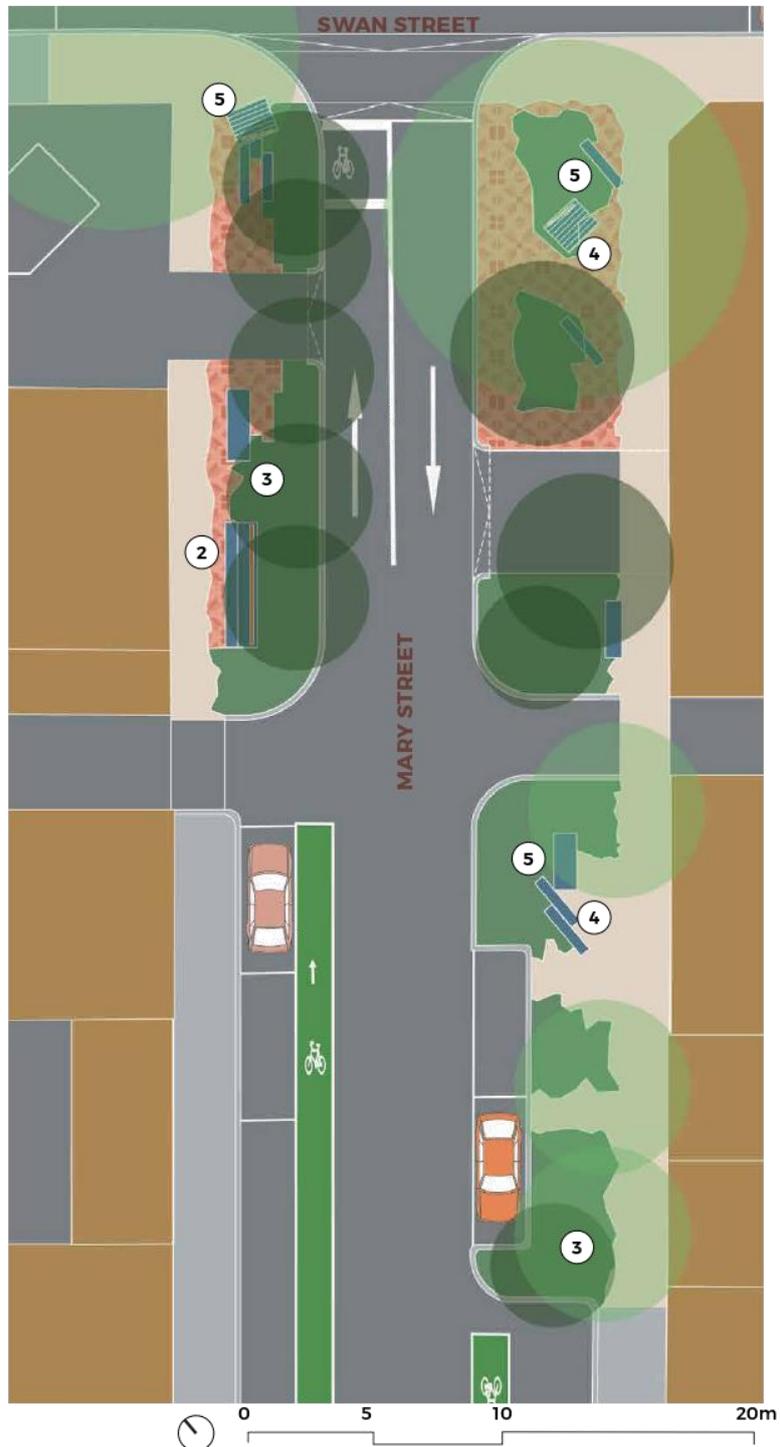
Mary Street South

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MARY STREET SOUTH - A NEW NATIVE GARDEN

- ① Create a defined area through feature paving, highlighting the public realm space within Swan Street streetscape
- ② Large feature seating opportunity along Mary Street footpath, providing rest locations adjacent to Swan Street
- ③ Large areas of planting should be included to increase biodiversity with an emphasis on indigenous vegetation
- ④ Areas of permeable surface to increase water absorption from site runoff
- ⑤ A variety of seating options should be situated to provide flexibility of use



OTHER IDEAS AND EXAMPLES



Industrial and robust street furniture



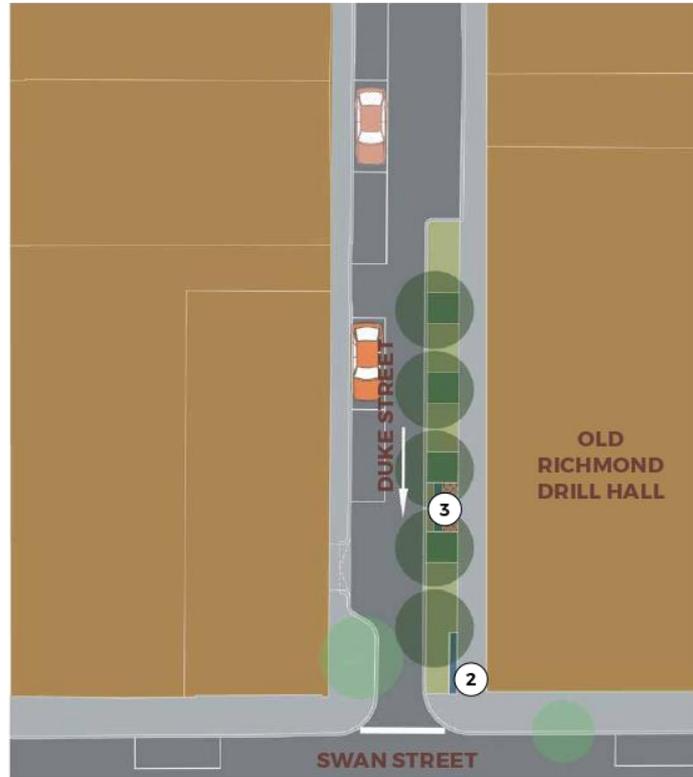
Areas of gravel and planting providing permeability for existing trees using recycled materials

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THE DRILL MAJOR'S GARDEN

DUKE AND LORD STREET

- 1 Resurface existing raised pedestrian crossing with feature paving to visually link to other outstands along Swan Street
- 2 Large feature seating opportunity along Lord and Duke Street footpaths, providing rest locations adjacent to Swan Street
- 3 Tree planting which reflects avenues of honour and marching formations



EXISTING CONDITIONS



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OTHER IDEAS AND EXAMPLES



Prostrate rosemary planted under an avenue of Olive trees to create a regimented planting layout, a nod to the adjacent old Drill Hall



Poppies scattered through meadow planting, provide softness between the more structured planting under the trees

ON WITH THE SHOW!

EDINBURGH STREET



- ① Create a public space which draws on the history of the Former Burnley Theatre
- ② Area of feature paving to highlight special spaces to site and visually connect to other outstands along Swan Street
- ③ Seating opportunities along a garden area create an enjoyable space to rest
- ④ New areas of planting and increased tree planting to enhance biodiversity in the area
- ⑤ Opportunity to have light projections onto the blank Burnley Theatre wall, further activating the space at night
- ⑥ Accommodate necessary loading requirements

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EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Projections onto old theatre wall

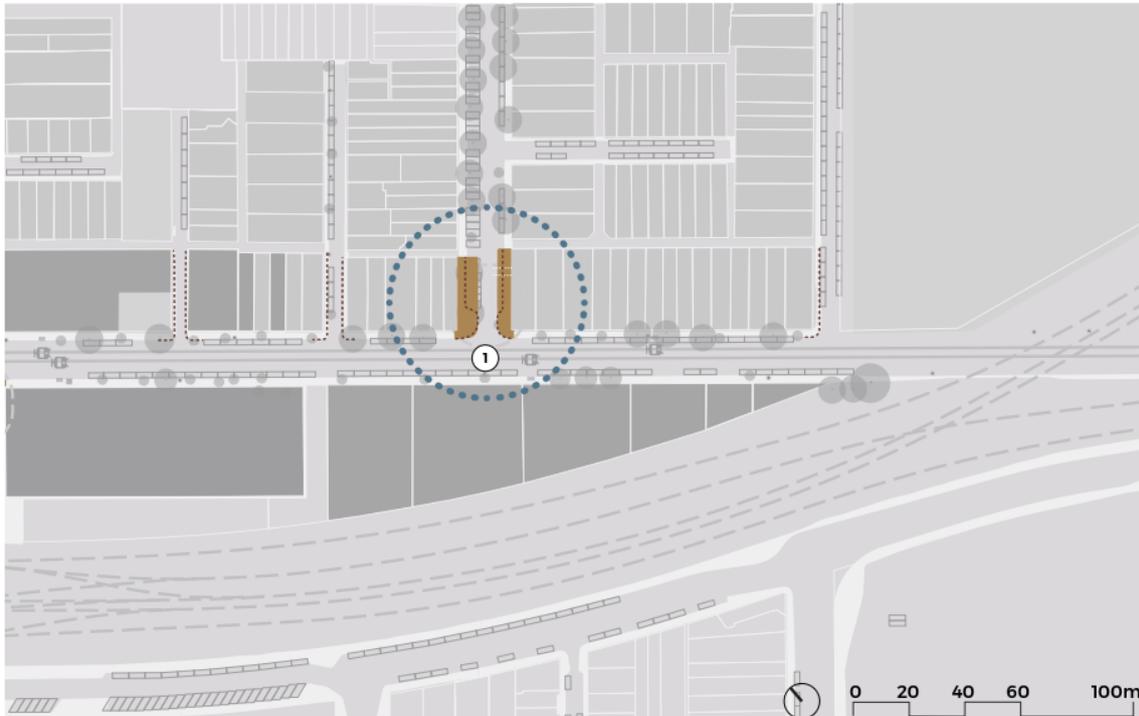


Curved seating orientated to key views

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PRECINCT 3 OUTSTAND OPPORTUNITIES



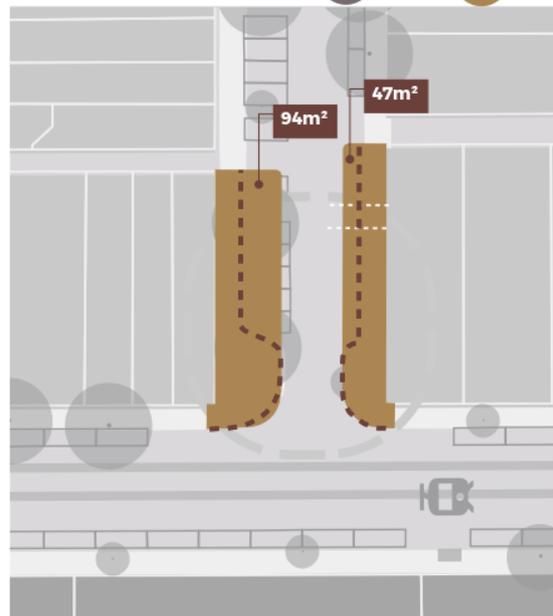
PRECINCT 3 - 400m² NEW ACTIVATED PUBLIC SPACE

Outstands to streets heading north off Swan Street create an opportunity for enhanced public realm due to the space they provide outside of the main circulation paths. Outstands in Precinct 3 are mainly adjacent to residential properties and therefore could be utilised for WSUD where appropriate and diversity in planting to enhance biodiversity of the area. With some seating opportunities provided throughout.

KEY OUTSTAND

- Bendigo Street

① BENDIGO ST -7 400m²



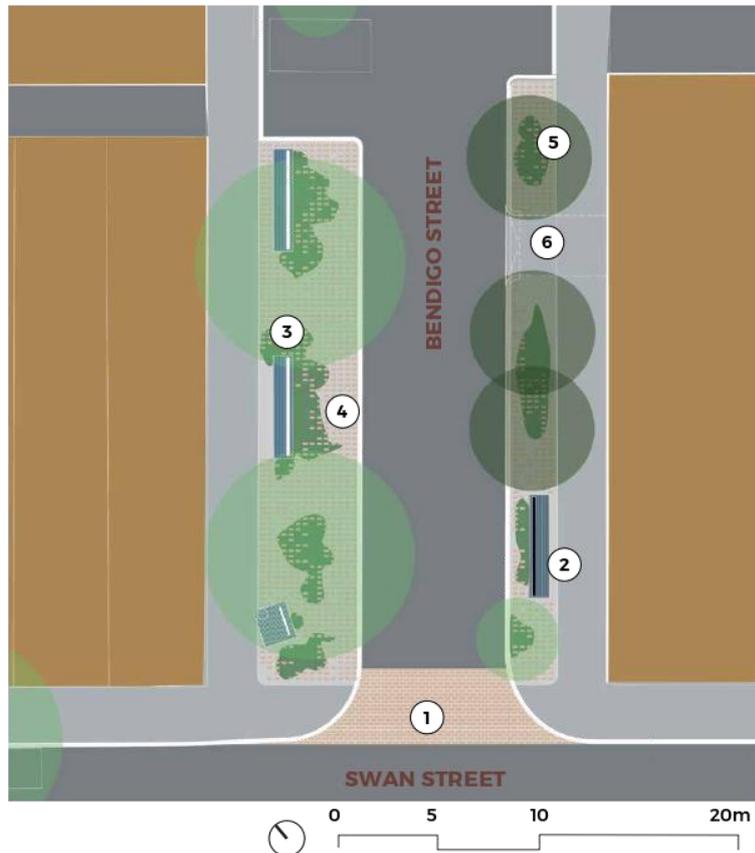
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DOWN BY THE RIVER

BENDIGO STREET

- ① Raised pedestrian crossing to Bendigo in feature paving to visually connect with other outstands along Swan Street
- ② Large feature seating opportunity along Bendigo Street footpath, providing rest locations adjacent to Swan Street
- ③ Areas of planting should be included to increase biodiversity within the precinct and create a more enjoyable space
- ④ Areas of permeable surface to increase water absorption from site runoff
- ⑤ New tree planting to east side of Bendigo Street
- ⑥ Consider existing vehicle access



EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Seating within permeable paving areas



Water sensitive urban design elements

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MASTERPLAN DESIGN STRATEGIES

A CONNECTED PLACE - A VIBRANT NETWORK OF LANEWAYS

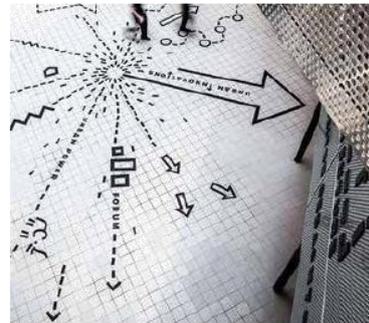
The fine grain network of laneways is a legacy of the nineteenth century development of Richmond and provides a permeable circulation system linked directly to Swan Street.

Functional and feature lighting as well as interesting wayfinding elements will help to create safe, vibrant and functional laneways. Where width allows, insertions of seating and art elements will assist in creating an enjoyable network of spaces.

Increasing safety and footfall can also assist in encouraging business to trade directly onto the laneways providing further activation.



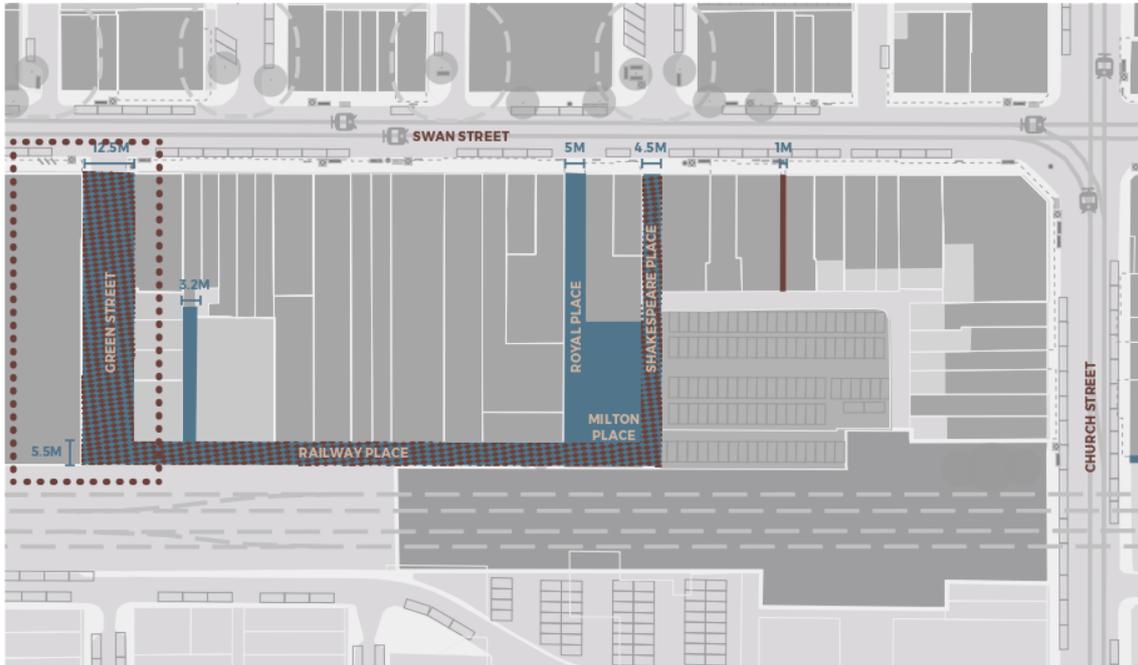
OTHER IDEAS AND EXAMPLES



SWAN STREET STREETScape MASTERPLAN
Date: 07.02.2022

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- A VIBRANT NETWORK OF LANEWAYS

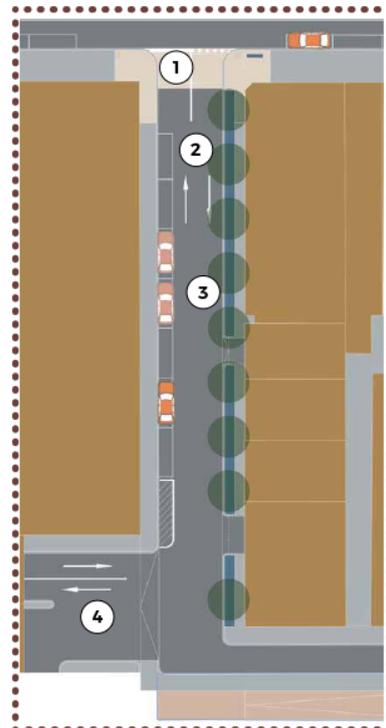


PRECINCT 1 LANEWAY NETWORK

The main opportunity for the Precinct 1 laneway network is to create an inviting and safe pedestrian experience accessing East Richmond Station. This can be achieved by turning Green Street, Railway Place and Shakespeare Place into pedestrian priority zone. Leaving Royal Place vehicular priority to encourage truck access to this laneway, avoiding main pedestrian flow.

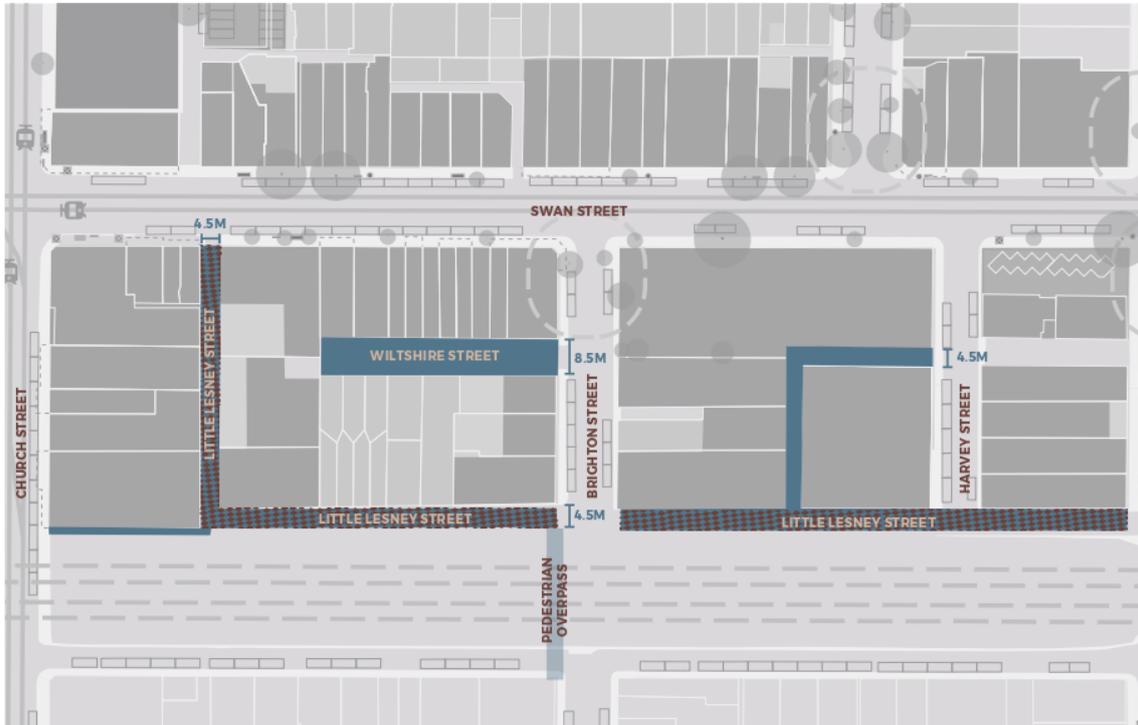
GREEN STREET

- ① Raised pedestrian crossing to prioritise pedestrians within Green Street
- ② Reduce road width to 6m
- ③ Introduce tree planting in a shared trench with rated cover
- ④ Entry to car park and Supermarket loading dock



MASTERPLAN DESIGN STRATEGIES

A CONNECTED PLACE - A VIBRANT NETWORK OF LANEWAYS

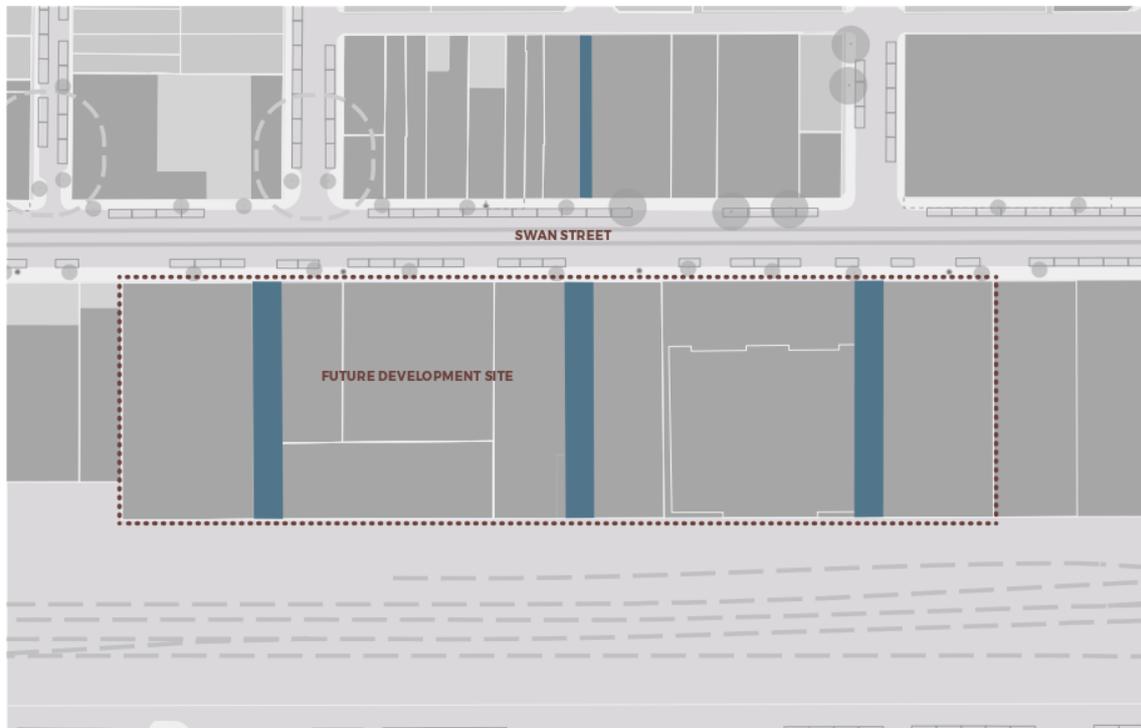


PRECINCT 2 - EXISTING LANEWAYS

There is an opportunity to turn Little Lesney Street into a pedestrian priority zone, with one way traffic (as outlined in The Traffic and Access Report). Providing safe pedestrian access to the rail overpass and activating the laneway network.

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A CONNECTED PLACE - A VIBRANT NETWORK OF LANEWAYS



PRECINCT 2 - POTENTIAL FUTURE LANEWAYS

This precinct includes a narrow pedestrian laneway on the north side of Swan Street. There is the opportunity to enhance the amenity of this laneway, to provide an improved connection from Glass Street to Swan Street.

New laneways could be designed as multifunctional spaces, and accommodate integrated seating, landscaping, art, and lighting to assist in making the spaces safe and attractive

This diagram includes private sites under multiple ownership. The sole purpose of these accessways is to provide vehicle access to the rear of these properties.

However future development could provide improvement to existing public realm, or create new laneway spaces within the development whilst retaining adequate vehicle access.

MASTERPLAN DESIGN STRATEGIES

FOCAL POINTS AT THE END OF DEAD END STREETS



An opportunity exists for dead end laneways to add another layer of vibrancy to the Swan Street Precinct. Inserting a focal point at the end of these laneways is a simple and impactful intervention that allows the spaces to function as they do currently, while enhancing the public realm experience. Possibilities include creative signage, sculpture a tree, or a great mural.

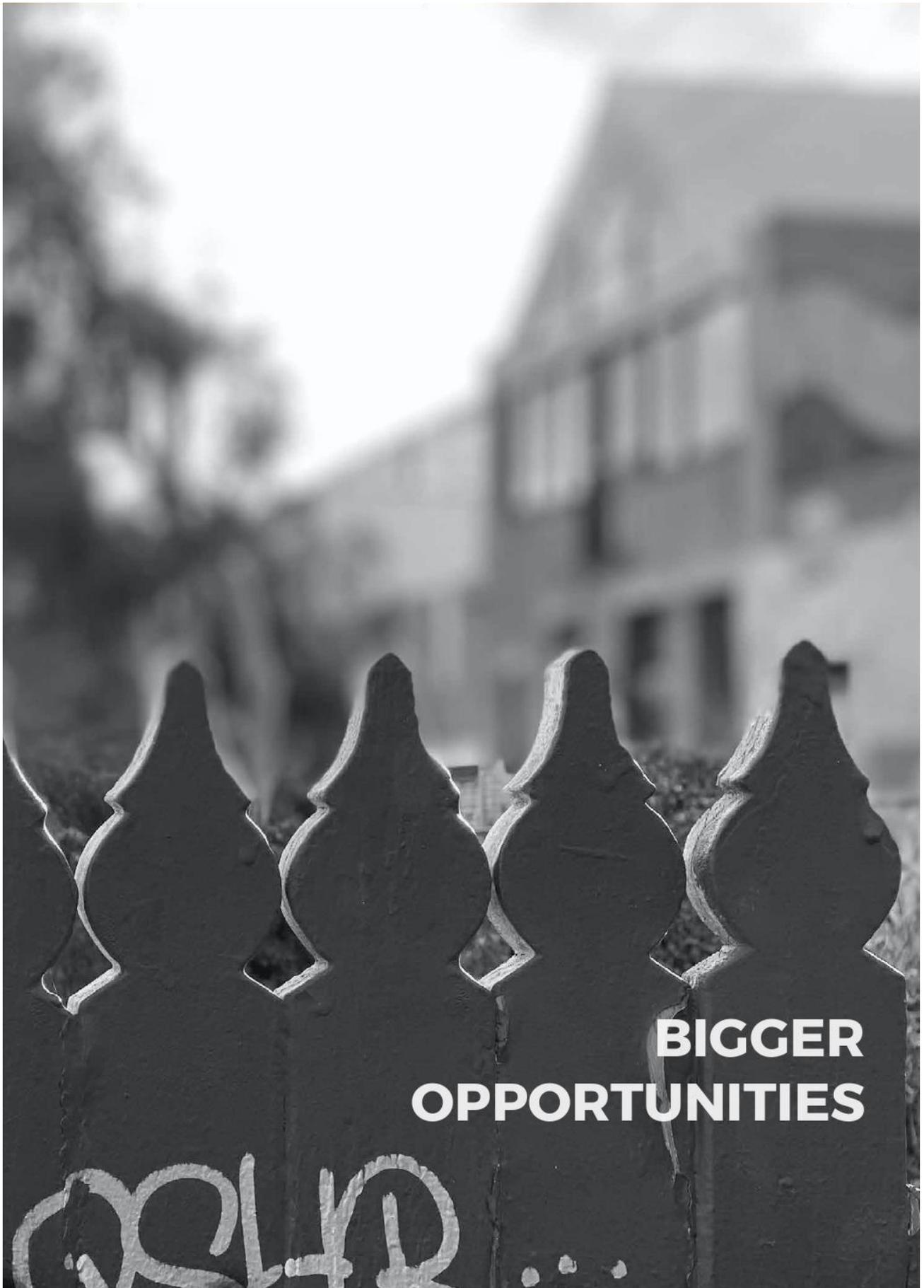
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OTHER IDEAS AND EXAMPLES



Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208





Attachment 2 - Swan Street Streetscape Masterplan - final for adoption 220208

CITY OF YARRA

BIGGER OPPORTUNITIES

The Masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.



A number of larger projects have been identified that provide opportunities to further enhance the public realm experience. More extensive consultation with the community and key users of these spaces would be undertaken as projects are taken forward to ensure any changes meet the needs and aspirations of adjacent sites and the local and wider community. These opportunities will aspire to create sustainable, biodiverse, inclusive and functional spaces. As these projects stand on the traditional lands of the Wurundjeri people, close to culturally significant sites such as Birraraung (Yarra River) and the Corroboree Tree, it is important that a meaningful engagement process with local indigenous groups and artists is carried out.

Tree species will be selected by suitability to location and be in line with Urban Forest Strategy. Lighting strategies are to be considered across the whole masterplan, to provide safer and more functional spaces. Proposals will incorporate high quality design and materials. Any public art will follow Council's Public Art Policy which will ensure a robust process in terms of choosing the right artists and artwork for the context, ensuring there is good representation of artists including by Aboriginal and Torres Strait Islander people. Feasibility work is to be carried out to understand the wider traffic impacts of the projects, as well as future consultation with the community.

KEY BIGGER OPPORTUNITIES

- Richmond Library Garden
- East Richmond Railway Station Precinct
- Burnley Railway Station Precinct
- Stawell Street Public Space
- Richmond Railway Station Overpass Bridge

SWAN STREET STREETScape MASTERPLAN

Date: 26.08.2021

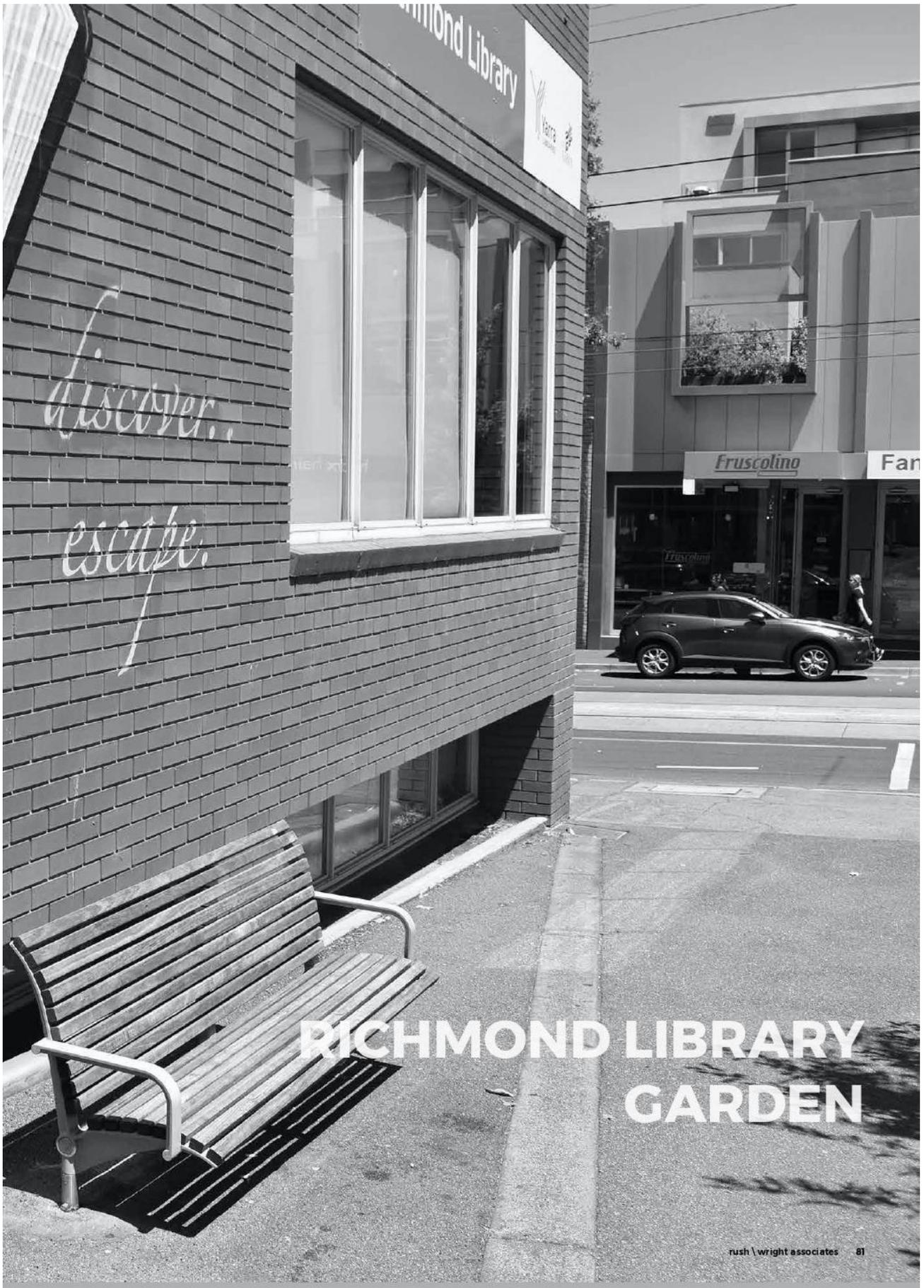
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A NEW CIVIC LIBRARY GARDEN

CHARLOTTE STREET

600m² NEW PUBLIC SPACE



Artists impression for further exploration

- ① Close western end of Charlotte Street to create a new community open space adjacent to the Library
- ② Open lawn area to provide informal play, meeting, and small events
- ③ New Library entry stair arrangement to incorporate long steps to work with slope and create seating opportunities
- ④ Significant planted garden as native plant 'library' with integrated nature play elements
- ⑤ A new pergola and seating space
- ⑥ Seating walls and tables with a variety of backs and heights to allow for lounging, playing and gathering
- ⑦ Upgrade St Crispin Street as a pedestrian priority zone for service, emergency vehicle and adjacent property access only accessibility.
- ⑧ Consider accessible parking

SWAN STREET STREETScape MASTERPLAN
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A significant opportunity exists at Richmond Library. By closing Charlotte Street at the western end, a new space is created providing additional amenity for this important community facility. Feasibility work is to be carried out to understand the wider traffic impacts, as well as future consultation with the community.



EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Small sunny lawn area



A colourful community space for all ages

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EAST RICHMOND RAILWAY STATION : A NEW RAILWAY FORECOURT

East Richmond Station is hidden to the south of Swan Street, behind a block of commercial properties. Although pedestrian access is available down several laneways off Swan Street, these are not well highlighted and offer an uninspired experience.

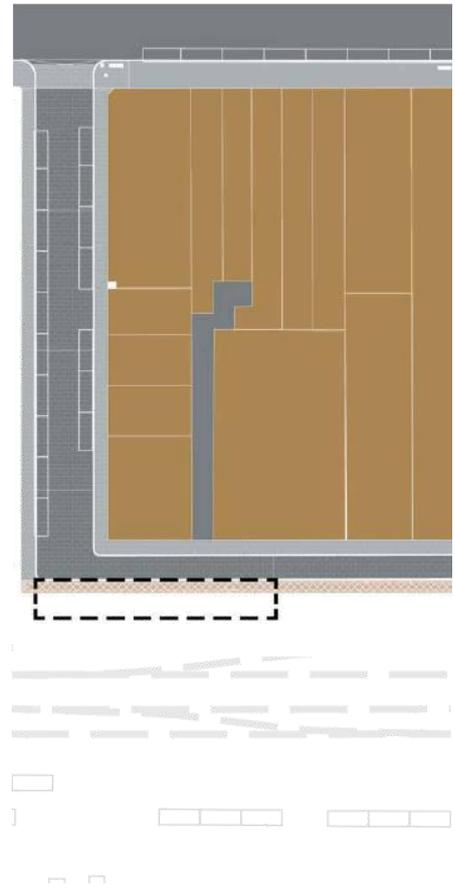
Improvements to wayfinding and clarity in the hierarchy to station entries versus underpass points will help to create a more cohesive station precinct.

The Council owned car park is a major opportunity to create a new town square in the heart of Richmond whilst still maintaining access to the rear of the commercial properties which in time could be encourage to open onto this spaces instead of treating the rear as back of house only.

A phased approach to this transformation is offered in this Master Plan- which gradually designs cars out and plants, people and activity in.

STAGE 1
1540m² NEW PUBLIC SPACE

- ① Make Green Street, Railway Place and Shakespeare Place pedestrian priority zone and encourage truck access through Royal Place only
- ② Royal Place to be encouraged as main access for trucks to Coles Loading Docks
- ③ Feature canopies to key station entry locations or underpass access. Provides clear wayfinding and opportunity for art within canopy structure
- ④ New planting areas replacing car spaces, increasing biodiversity and enhancing amenity
- ⑤ Feature paving highlights main station forecourt zones
- ⑥ Removal of car spaces to provide direct pedestrian access from small laneway to central station forecourt
- ⑦ Opportunity to remove more car parking to create a larger station forecourt and civic space
- ⑧ Pedestrian priority zone wide enough to allow outdoor dining adjacent to cafe/bar spaces at rear of properties



EXISTING CONDITIONS



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OTHER IDEAS AND EXAMPLES



Example of canopies to denote entries and provide shaded seating opportunities



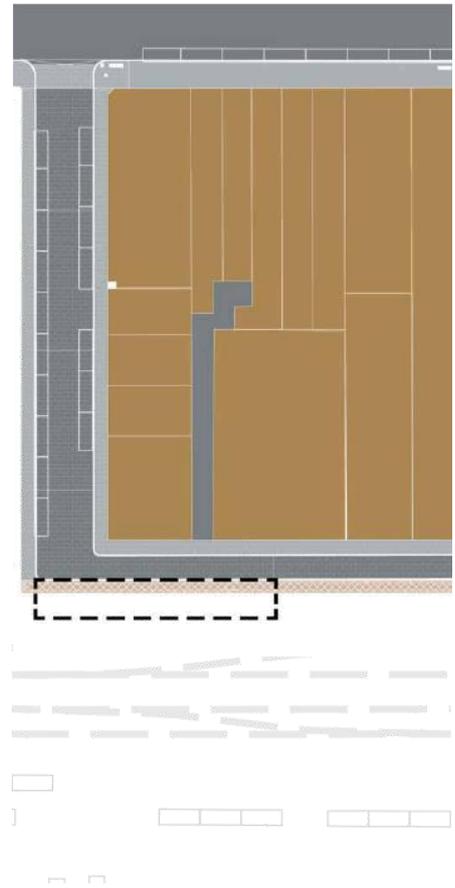
Small forecourt to define entry

EAST RICHMOND RAILWAY STATION : POSSIBLE NEW RAILWAY FORECOURT

STAGE 2

2354m² NEW PUBLIC SPACE

- 1 Explore the possibility of removing all car parking to make a new town square with tree planting, seating and flexible spaces for markets and events.
- 2 Encourage buildings to face onto the new town square



OTHER IDEAS AND EXAMPLES



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BURNLEY RAILWAY STATION PRECINCT: RECONNECT AND UPLIFT

3725m² NEW PUBLIC SPACE

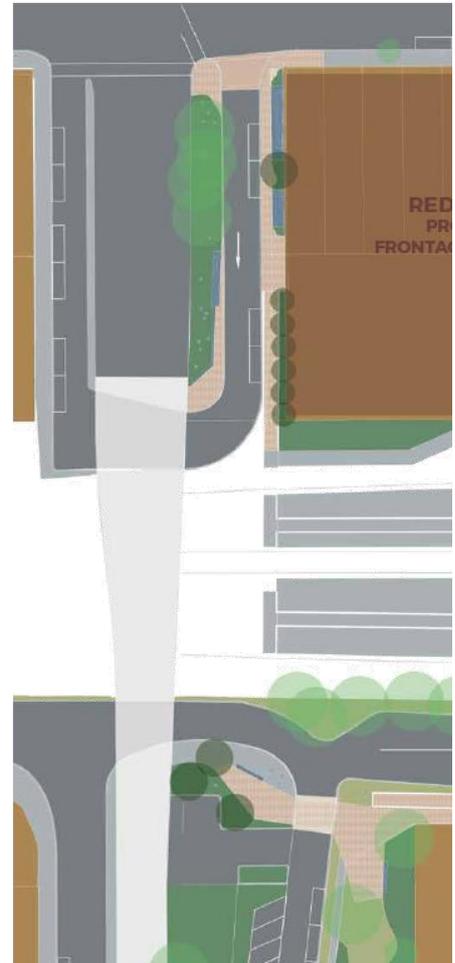
Similarly to East Richmond Station, Burnley Station sits off Swan Street and lacks clear wayfinding or public realm initiatives to create a safe or enjoyable experience while accessing the station.

Upgrades to the station precinct (to be negotiated with MTM operations and management) can encourage public transport use as a safe, enjoyable and convenient option.

Public realm initiatives could include dedicated forecourt spaces to create a sense of arrival and identity for the station, with seating, gardens and new tree planting along with improved pedestrian access to the station entry, ambient lighting, signage and injections of colour and art where possible

The modification of traffic arrangements at Stawell Street offers a great opportunity to create a new green link providing an attractive and safe arrival point to both the underpass and the walkway to station entry.

- ① Make a raised crossing for pedestrians accessing the station from across Burnley or Swan Street, highlighting the station entry
- ② Tiered seating along fence to the east and sloped garden adjacent to Burnley Street overpass to the west
- ③ Vertical screening to adjacent properties, incorporated into feature canopies
- ④ Feature canopies to key station entry locations or underpass access. Provides clear wayfinding and opportunity for art within canopy structure
- ⑤ Revitalised park and new raised pedestrian crossing adjacent to station underpass access south side. Removal of some parking bays to create a small garden and seating zone adjacent to car park
- ⑥ Vertical art elements signalling station precinct, positioned to be visible from Burnley overpass, south side of the station and Stawell Street

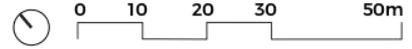


EXISTING CONDITIONS

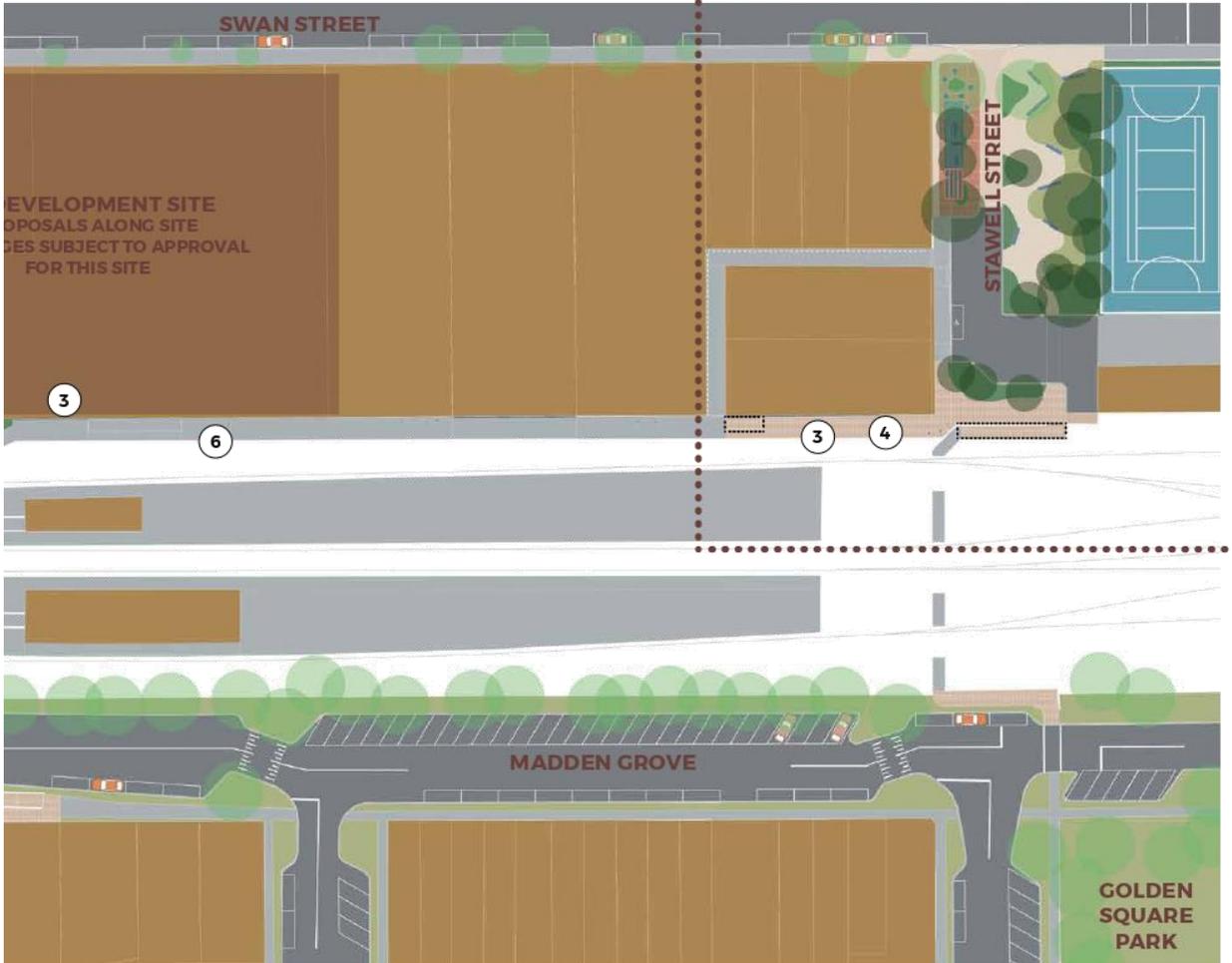


SWAN STREET STREETScape MASTERPLAN
Date: 07.02.2022

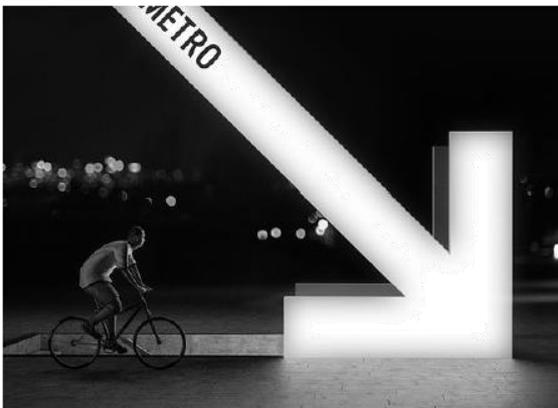
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SEE STAWELL STREET PLAN FOR DETAILS



OTHER IDEAS AND EXAMPLES



Wayfinding that is eye catching and identifiable



Stacked timbers forming seating elements, referencing buildings yards of the area

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BURNLEY RAILWAY STATION PRECINCT: A NEW GREEN LINK

STAWELL STREET
1400m² NEW PUBLIC SPACE



Artists impression for further exploration

- ① Make part of Stawell Street a pedestrian priority zone (traffic issues to be worked through) to allow for larger public realm space
- ② New pocket park with seating, planting and lawn
- ③ Space for flexible outdoor dining of adjacent cafe, new planting under existing tree
- ④ Large 'picnic' platform provides informal seating and play element
- ⑤ Laneway lighting and improved pavement opportunities
- ⑥ Feature canopy over underpass access, acts as wayfinding throughout the Burnley Station precinct
- ⑦ Arbour structure to 'picnic' platform to add overhead greening and interest
- ⑧ Maintain two way cycle access
- ⑨ Maintain vehicle turning movements and substation access

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EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



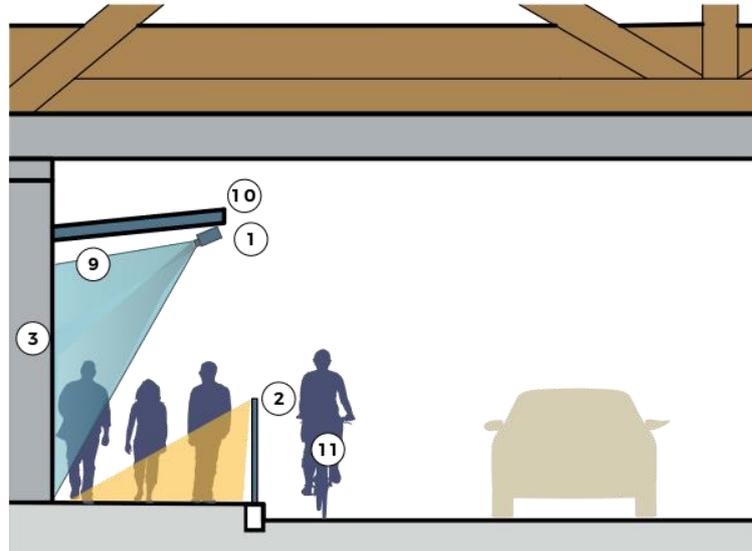
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**RICHMOND RAILWAY STATION BRIDGE GATEWAY PROJECT
SHOWCASING DIVERSITY IN SPORT**

RAIL BRIDGE

- ① Feature lighting or projection fixed to awning, to wash onto underpass wall
- ② New handrail with integrated lighting to improve pedestrian safety
- ③ Mounted / projected artwork, picking up themes of diversity in sport
- ④ Integrated signage or art piece, identifying entrance to Swan Street Precinct
- ⑤ Feature lighting to underside of bridge to create an exciting and unique experience while passing through the space



Section through Swan Street at the rail underpass

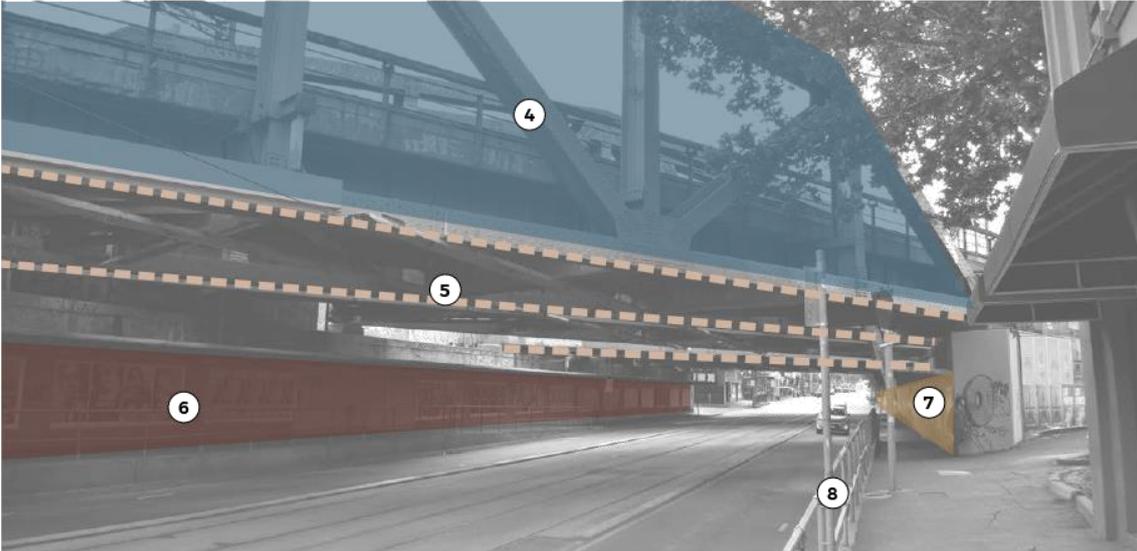
- ⑥ Artwork to northern wall, currently advertising
- ⑦ Improved lighting to existing artwork on southern wall, possibly additional artwork to integrate with existing pieces
- ⑧ New balustrade to both sides of the road
- ⑨ Explore lighting opportunities
- ⑩ Repair/replace canopies
- ⑪ Consider cyclist safety

EXISTING CONDITIONS



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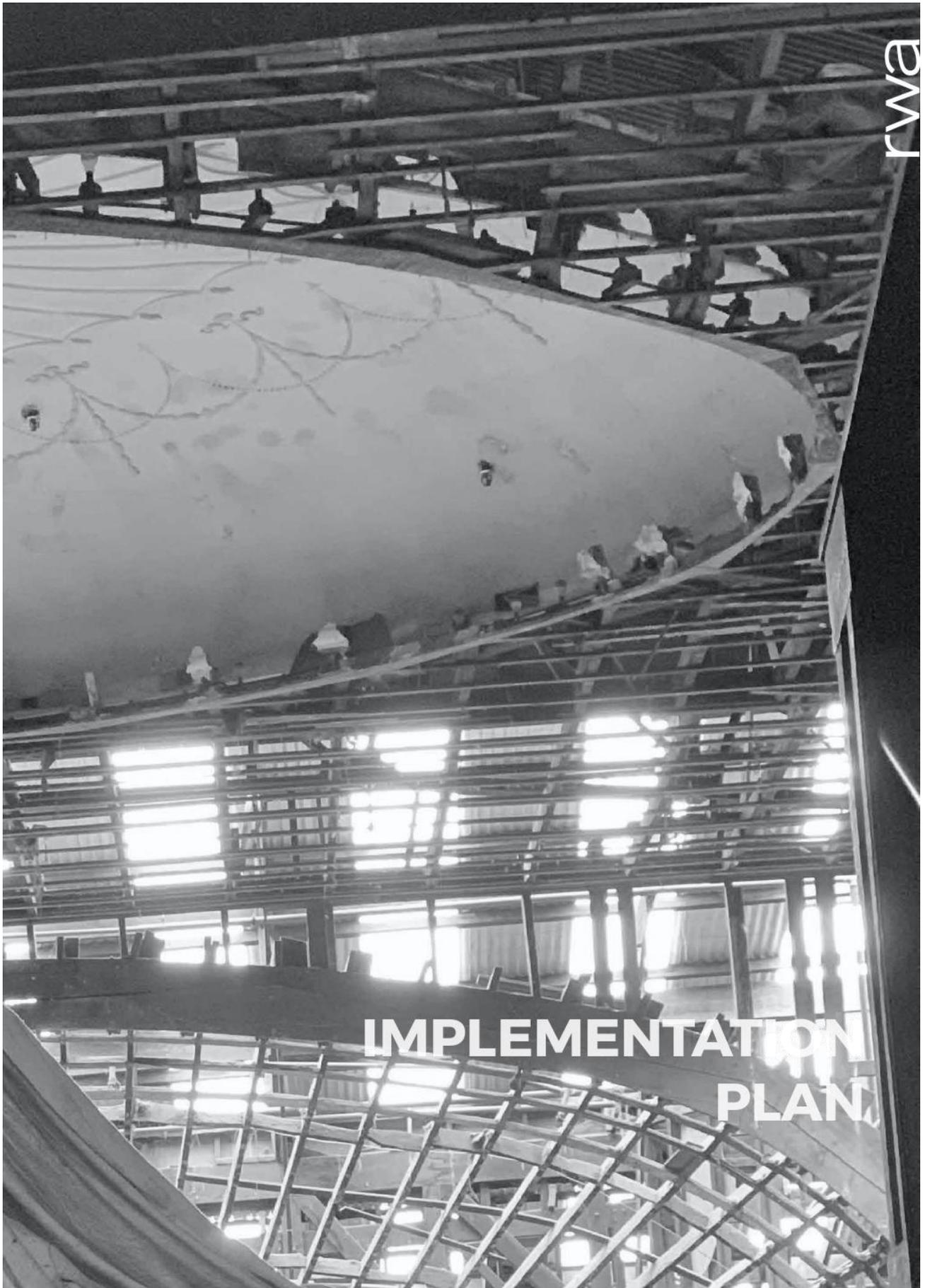


OTHER IDEAS AND EXAMPLES



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CITY OF YARRA

SUMMARY OF POSSIBLE PROJECTS AND ACTIONS

The Streetscape Masterplan is focused on the footpaths and public spaces in this precinct. A number of opportunities have been identified along the Swan Street corridor, which is experiencing high growth and change now and into the future.

The Masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.

Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Site Wide Improvement Strategies (Footpaths)"	Precincts 1, 2 and 3	Ongoing	A number of site wide improvements to the footpaths have been identified including increased diversity and improvements to tree planting, new trees and planting where room, increased street furniture whilst maintaining access around tram stops, upgrading lighting to LED, unify paving approach.	Lead Urban Design Support Open Space Services City Works Civil Engineering Economic Development Compliance Strategic Transport Sustainability Maintenance (Assets)
Outstands (Side Street Corners)"	Lennox Street	Short term	The approach to the outstand spaces is to punctuate the length of the street with smaller pedestrian friendly gathering places that provide a number of opportunities for improvements to the public realm. General initiatives could include increased planting and shade trees, bespoke seating, public art, a mix of outdoor dining and public seating, increased lighting, special paving treatments, play/engagement for children, bike parking, road crossing improvements. Accessible parking and loading requirements as well as drainage and opportunities will be considered when upgrading outstand spaces.	Lead Urban Design Support Open Space Services City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Sustainability Building Projects Strategic Transport Compliance Parking Maintenance (Assets) Aboriginal Partnerships
	Stanley Street			
	Clifton Street	Short/ Medium term		
Mary Street North	Medium term			
Mary Street South				
Bendigo Street				
Waverley Street				
Docker Street				
Dando Street				
Carroll Street				
Dickmann Street				
Brighton Street				
Charles Street				
Bell Street				
Duke Street				
Lord Street				
Edinburgh Street				
Cutter Street				

SWAN STREET STREETScape MASTERPLAN

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Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Laneways	Precincts 1, 2 and 3	Ongoing	A number of improvements have been identified for laneway spaces (both existing and future) across all three precincts. These opportunities include, introducing functional and feature lighting, wayfinding, seating and art elements where room, and creating pedestrian priority spaces where appropriate.	<p>Lead Urban Design</p> <p>Support City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Sustainability Strategic Transport Aboriginal Partnerships Maintenance (Assets)</p>
New Spaces	Charlotte Street Public Space (Richmond Library Garden)"	Short term	Improvements from closing the western end of Charlotte Street include an open lawn area, new entry stairs to the library, new garden spaces, community gathering spaces, an upgrade to pedestrian priority to St Crispin Street, and new tree planting.	<p>Lead Urban Design</p> <p>Support Open Space Services Open Space City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Sustainability Building Projects Strategic Transport Libraries Aboriginal Partnerships Recreation Maintenance (Assets) Parking</p>
	Stawell Street Public Space	Short/ Medium term	Improvements to Stawell Street to create a pedestrian priority zone will create a larger public realm space. The space will include a new pocket park with seating/ planting/lawn, flexible dining space, new lighting to laneways, feature canopy and seating platforms, and improved cycle access.	

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Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Railway Station Precinct	East Richmond Railway Station Precinct - Stage 1	Short/ Medium term	New pedestrian priority zones, feature canopies to key station entries, new planting, feature paving, removing some car parking to provide direct pedestrian access to station forecourt, and the creation of new civic space.	Lead Urban Design Support Open Space Services Open Space Aboriginal Partnerships City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Infrastructure Sustainability Building Projects Maintenance (Assets) Strategic Transport Parking
	East Richmond Railway Station Precinct - Stage 2	Medium term	Possibility of removing all car parking to make a new town square with tree planting, seating and flexible space, and encouraging businesses in adjacent buildings to face onto new town square.	
	Burnley Railway Station Precinct	Medium term	Raised pedestrian crossings, tiered seating, vertical screening, feature canopies, removal of some car parking to create small garden and seating zone adjacent to car park, and vertical art elements as form of wayfinding.	
	Richmond Railway Station Bridge - Gateway Project	Medium term	Feature lighting or projections, improved pedestrian and cycle safety, artwork, integrated signage and new balustrading.	

SWAN STREET STREETScape MASTERPLAN
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Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Other Opportunities	<ul style="list-style-type: none"> · Wellington Street Intersection · Cremorne Street Intersection · Wangaratta Reserve · Wangaratta Street Crossing · Docker Street Carpark · Brighton Street Railway Overpass · Stawell Street Underpass · Pedestrian Crossing at Park Grove · Madden Grove x Swan Street Pocket Park · Burnley Circus Park 	Medium term		Lead Urban Design Support Open Space Services Open Space Aboriginal Partnerships City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Infrastructure Sustainability Building Projects Maintenance (Assets) Strategic Transport Parking

OTHER ISSUES AND ACTIONS

The consultation has raised a number of other issues faced in the area, which predominately relate to the road space (between the kerbs) Council operations (e.g. street cleaning and graffiti removal) and private property. Although these are out of scope for this project, it is important to acknowledge these and consider how they can be addressed through future work. This chapter outlines the key issues that have been raised and provides recommendations for future actions to investigate these.

Allocation of road space

Through the community consultation, many people have expressed the desire for wider footpaths, new pedestrian crossings and increased bicycle lanes, which are not within the scope of this project. The Streetscape Masterplan provides a strategic framework for future public realm upgrades along the Swan Street corridor. This masterplan can be used when future work is undertaken for the road space, to help in understanding the communities priorities for the area and opportunities to link in any works with new/upgrades to public space as identified in the masterplan.

Accessible tram stops

Council understands that the Department of Transport (DoT), who are responsible for the tram route infrastructure, have the obligation to provide upgrades to all tram stops to make them accessible (Disability Discrimination Act (DDA) compliant).

At this stage it is unclear when this is likely to happen along Swan Street, and at the time of writing there are no committed funds to deliver the work.

The tram stops are an important part of the street and any changes to them should consider what the community have already said in terms of what they value about the area and what they want to see improved. The consultation feedback captured through this project will be used to assist with any initial discussions with DoT about tram stops.

Graffiti, street cleaning and emptying of bins

There were several responses from the community which referenced issues around graffiti and tagging, street cleaning and emptying of bins.

Council has prepared a Graffiti Management Framework which outlines Council's approach to managing graffiti in Yarra. It includes strategies related to the removal of graffiti on Council sites and private land. It includes actions to conduct programmed graffiti removal in retail precincts and to explore alternative ideas, such as green walls and lighting, to assist in the prevention of graffiti.

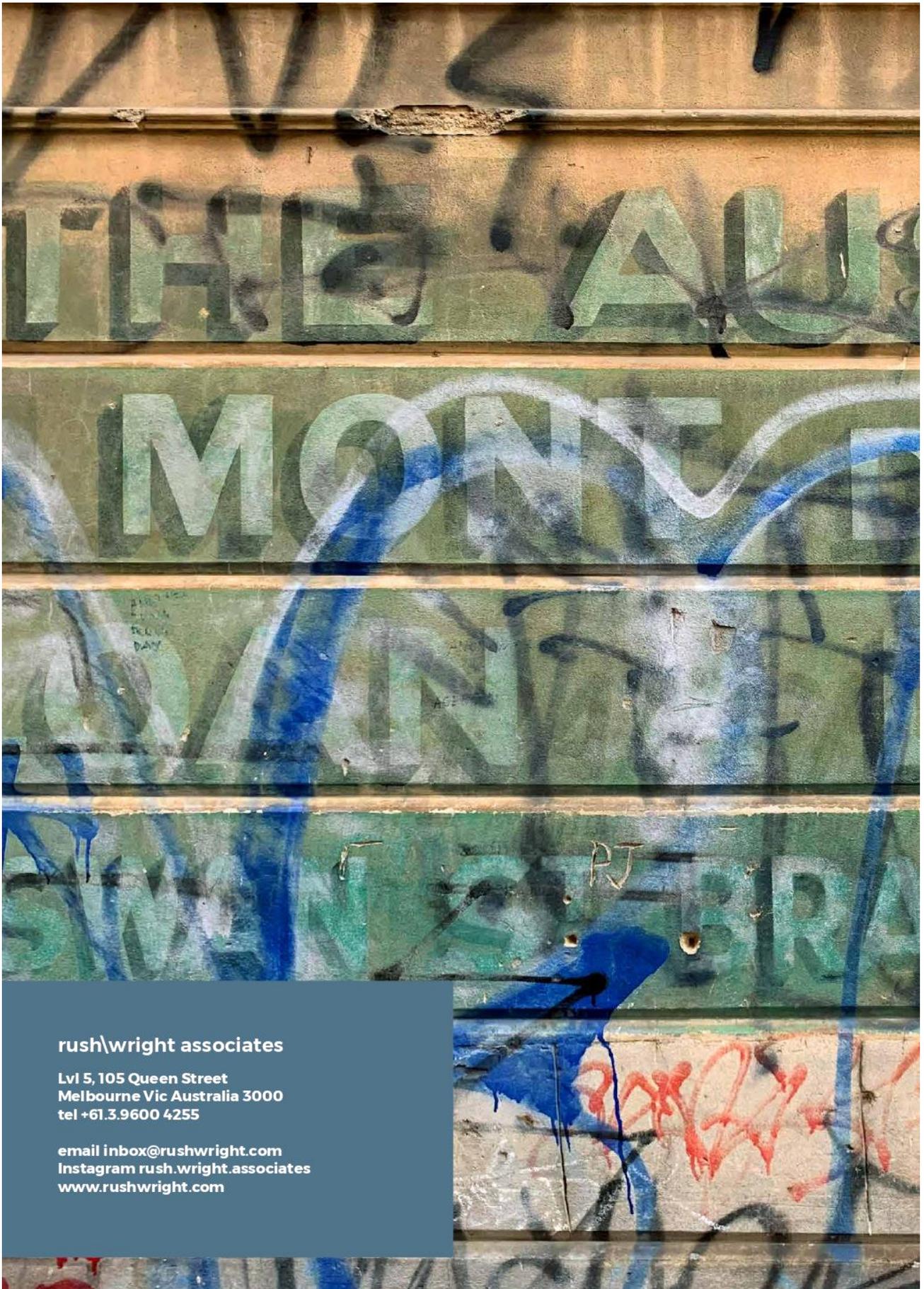
Issues around street cleaning and emptying of bins are challenging, particularly in this area which experiences very high usage from

visitors and events/ peak times. The feedback from the community has been passed onto Council's operations teams to consider as part of their ongoing work.

Planning and development

Concerns were also raised by the community about development of sites in the Swan Street area. This is outside the scope of this Streetscape Masterplan, however there are recent planning controls that have been implemented, to manage the design of new buildings along the Swan Street corridor.

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Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations and to their Elders past, present and future.

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Round 2 – Engagement report

Project description

The Swan Street Streetscape Masterplan covers the length of Swan Street between Punt Road and the Birrarung (Yarra River) as well as the areas around Richmond Library, East Richmond and Burnley Stations.

The Streetscape Masterplan is focused on the footpaths and public spaces in this precinct and provides a high-level framework for how these spaces could be enhanced. This includes improvements such as trees, greenery, seats, bike hoops, lighting and public art.

The Streetscape Masterplan identifies opportunities for improvements which can be taken forward as individual projects for more design/feasibility work and delivery through Council's capital works programme.

Purpose of engagement

A first round of consultation took place in April-June 2021, to seek views from the community about the Swan Street area, to understand what they love about the Swan Street area and what they want to improve, as well as their priorities in terms of footpath and public space improvements. Their feedback was used to inform the development of a draft Streetscape Masterplan for Swan Street.

The purpose of this second round of consultation is to get feedback from the community on the draft Streetscape Masterplan, check that we got it right and understand if there are other issues to be considered.



The overall objectives of the engagement are to ensure that:

- the Streetscape Masterplan responds to the needs and aspirations of the diverse community, including residents, traders and visitors;
- the project information and engagement activities enable meaningful participation from the community;
- participants (both internal and external) feel their contributions have been valued and that they have been kept informed;
- the feedback from the community is used to inform the development of the masterplan; and
- Councillors and the community feel confident that a robust community engagement process informed the masterplan.

What did we do?

The Round 2 consultation took place between 13 October and 12 November 2021. Engagement activities included the following:

- Project page set up on Your Say Yarra website including details of the project and online survey.
- Postcard drop off to businesses and residents in the surrounding area.

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

- Two on-street pop-up events (refer photos below).
- Information circulated to Advisory Groups and Committees, and subsequent meeting with the Yana Ngargna Advisory Group.
- Targeted social media.
- Letters to landowners where opportunities have been raised for improving pedestrian amenity of future private laneways (through future development).



The survey presented a summary of the Streetscape Masterplan proposals and asked the following questions:

- Seventeen side streets corners were identified along the Swan Street corridor, for improvements such as extended footpaths, trees, seating and lighting. The community was asked to prioritise their top 5 streets for improvement.
- The community was asked to rate how much they liked (or disliked) the following ideas:
 - Footpath improvements, such as increased tree planting, more seats and street furniture, and unified paving.
 - Laneway improvement, including public art, lighting and wayfinding.
 - New public space at Charlotte Street (in front of Richmond Library) and changes to St Crispin Street.
 - New public space in East Richmond Station car park.
 - New public space at Stawell Street, and streetscape improvements around Burnley Station.
 - New/extended public space at Wangaratta Reserve and Docker Street car park
 - Improvements under Swan Street railway bridge including lighting, handrails and artwork.
- The community was asked if they have any other thoughts or comments, or if anything is missing.

A copy of the survey is attached at Appendix A.

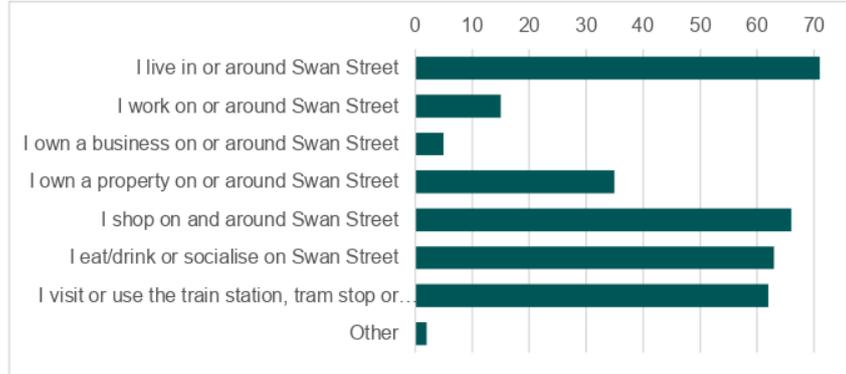
Who did we hear from?

Council received 83 survey responses to the survey, five email responses and about 40 people at the two on-street pop-up sessions. Feedback was also provided by the Yana Ngargna Advisory Group.

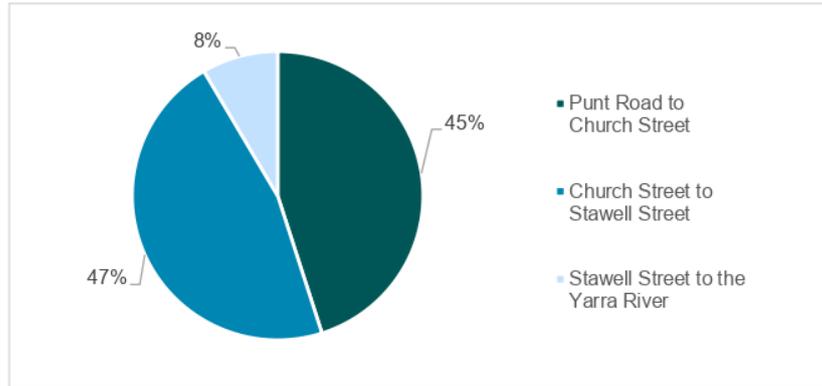
Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Demographic data was collected from the survey respondents and is set out in the charts below. It reflects a high percentage of local residents, with a mix of ages and with some representation from people who identify as LGBTIQ+ or as someone with a disability.

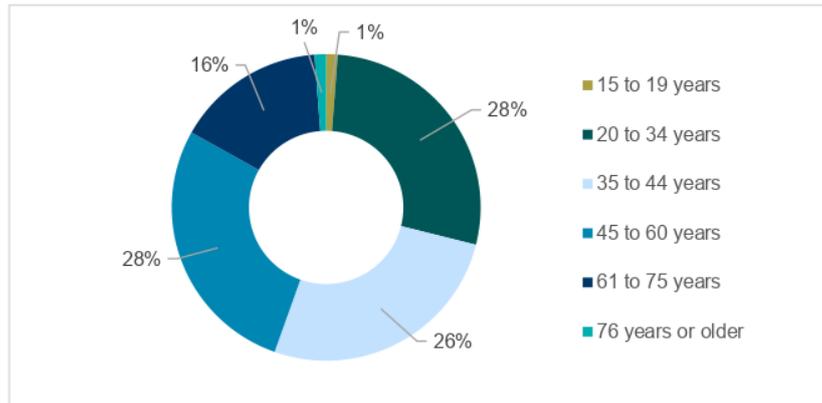
What is your relationship with Swan Street?



What section of Swan Street are you located in?

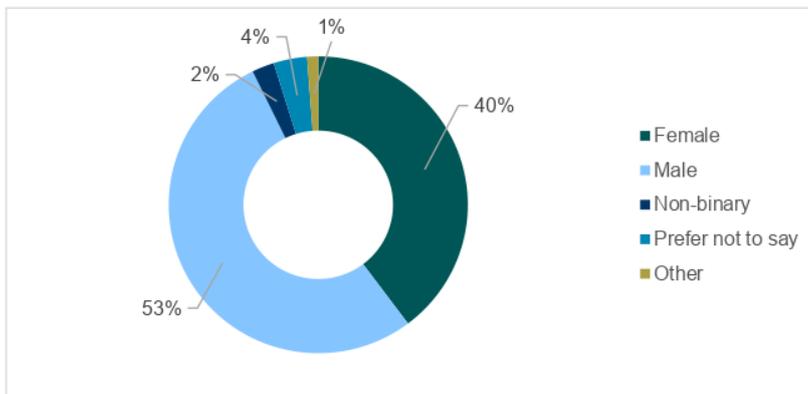


How old are you?

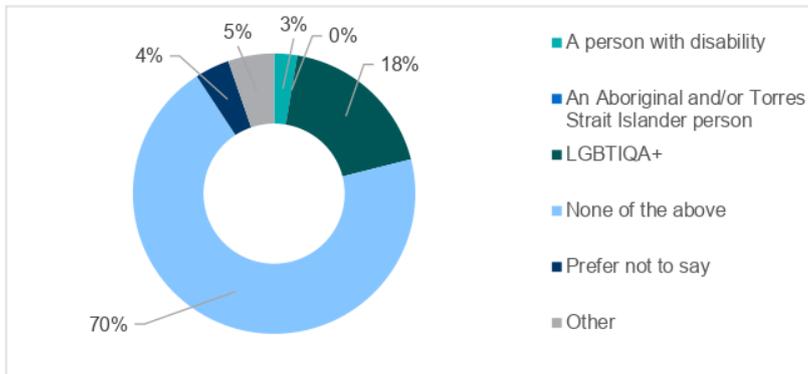


Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

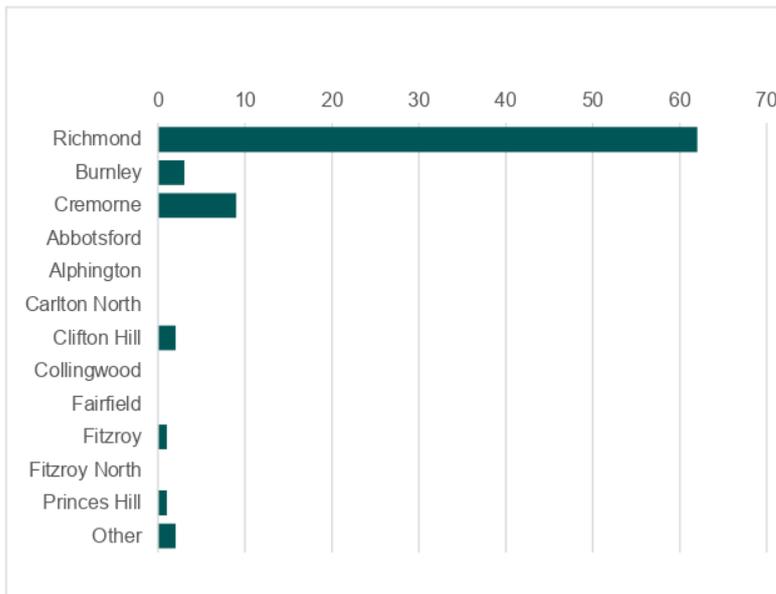
What gender do you identify as?



Do you identify as any of the following?



What suburb do you live in?



Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Swan Street consultation – what did we hear?

Feedback was provided through surveys (online and hard copy), pop-up activities, direct email and from stakeholders.

- 83 survey responses were received – 81 online surveys and two hard copy surveys.
- Five email responses were provided, one from Streets Alive and four from individuals.
- Feedback was provided from the Yana Ngargna Advisory Committee
- Feedback was received from people attending the pop-ups.

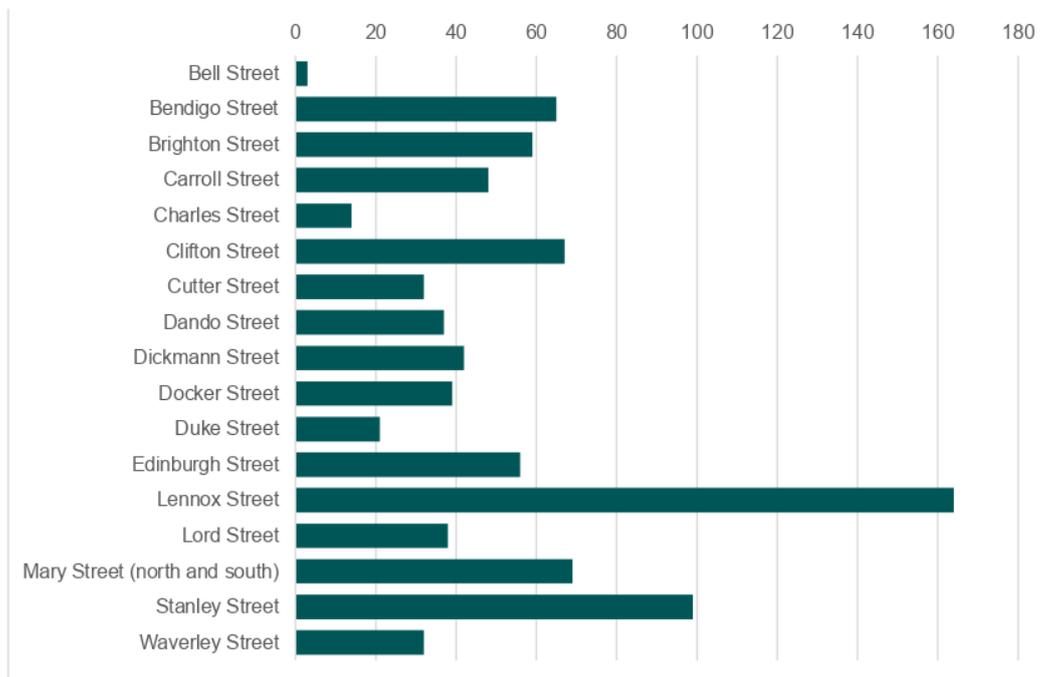
The feedback has been assessed to determine what levels of support were received and key themes for consideration – these were issues raised by more than a few people, demonstrating almost 5% of respondents. These are set out below against each of the key ideas in the Streetscape Masterplan.

Side street corners

Several side streets along the Swan Street corridor were identified for public space improvements away from the busy footpaths of Swan Street. This would involve extending footpaths on both sides of the road to provide more space for people, trees, lighting, seating, bike parking and public art. This would impact on-street car parking. Any accessible parking or essential loading may need to be moved on the street.

The community were asked to prioritise the top five streets they'd like to see us focus on. The top five streets that received the most points in the survey include:

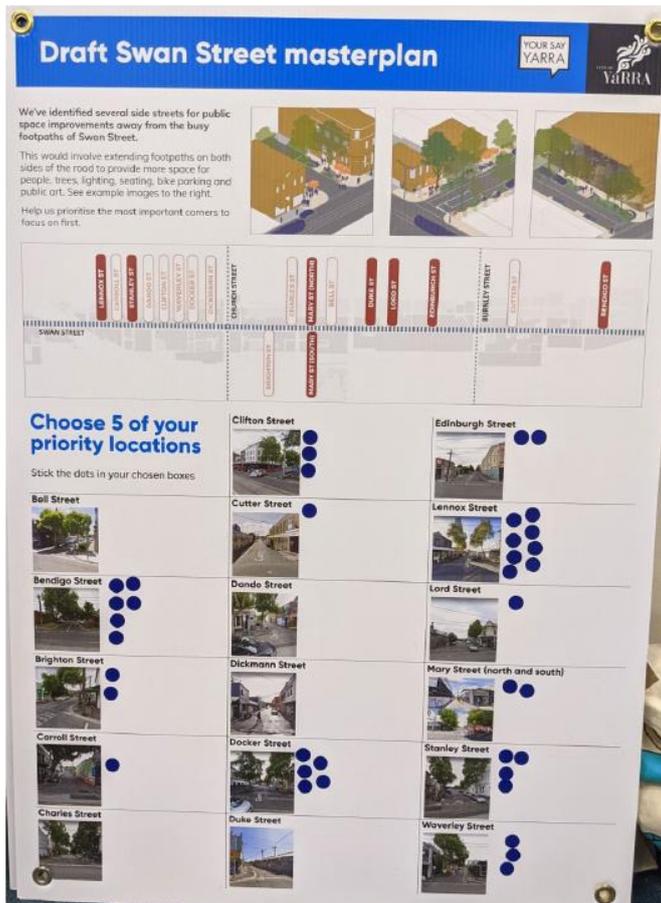
- Lennox Street
- Stanley Street
- Mary Street (north and south)
- Clifton Street
- Bendigo Street



Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

People at the pop-up session were also asked to prioritise their top streets. The top responses included:

- Lennox Street
- Bendigo Street
- Docker Street
- Stanley Street
- Clifton Street
- Waverley Street



The priorities set above from the survey (60 respondents) and pop-ups (about eight respondents) will be used to prioritise these projects in the Implementation Plan.

There were a few general thoughts and issues that were raised that also relate to the side street corners. These are set out below with a response and any recommended changes to the Streetscape Masterplan document.

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Key themes	Response	Changes to Streetscape Masterplan
Concern about removal of car parking through any proposals.	The ideas shown in the masterplan illustrate the potential of the spaces, however any projects that are taken forward will require further feasibility work including on-street parking. More extensive consultation with the community and key users of the space would be undertaken as projects are taken forward to ensure that any changes meet the needs and aspirations of adjacent sites and the local and wider community.	Amend wording on page 50 from “Consider accessible parking and loading requirement” to “Consider accessible parking and loading requirement, and impacts on car parking”.
Support for more trees and greenery and suggestions for tree species, including native species.	This is a key feature of the Streetscape Masterplan and the high level of support is noted. Page 50 of the masterplan notes tree planting and greenery on its list of design initiatives. Additional wording can be added to note that the tree species selection should provide the right tree for the right location, in line with Urban Forest Strategy.	Add wording on page 50 to note that tree species selection should provide the right tree for the right location.
More lighting needed, including on some of the side streets.	Agreed – page 50 references improved lighting in the design initiatives for the side streets.	-

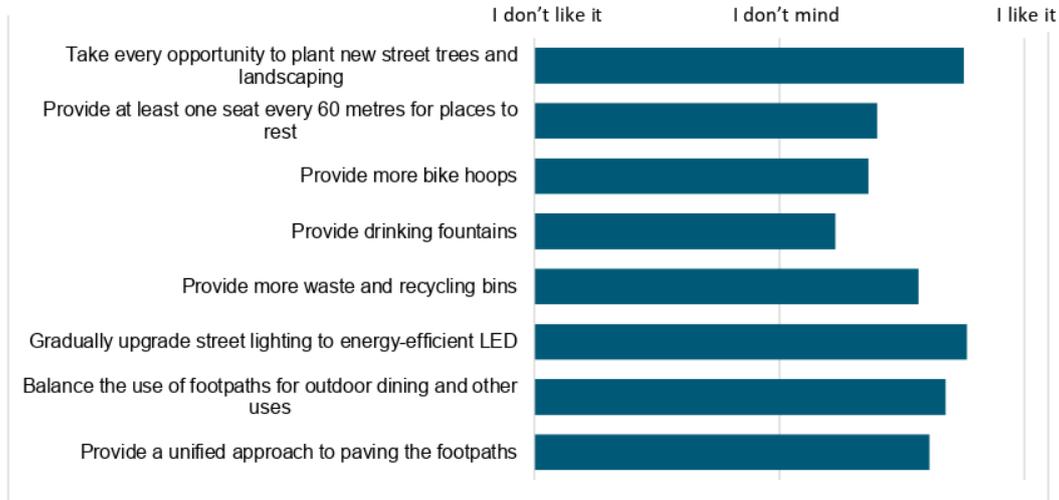
Footpaths

The masterplan suggests ideas to improve the footpaths along Swan Street, relating to trees and greenery, street furniture, outdoor trading and paving.

All of the categories received good levels of support in the survey (at least an average score of 60% support), with the majority either marked as ‘I like it’ or ‘I don’t mind’. The top ideas with the highest levels of support (over 75% average score) include:

- Gradually upgrade street lighting to LED
- Take every opportunity to plant new street trees and landscaping
- Balance the use of footpaths for outdoor dining and other uses
- Provide a unified approach to paving the footpaths
- Provide more waste and recycling bins

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report



As mentioned in the side street corners section, comments were made about more trees and greenery, and lighting, as well as some other issues.

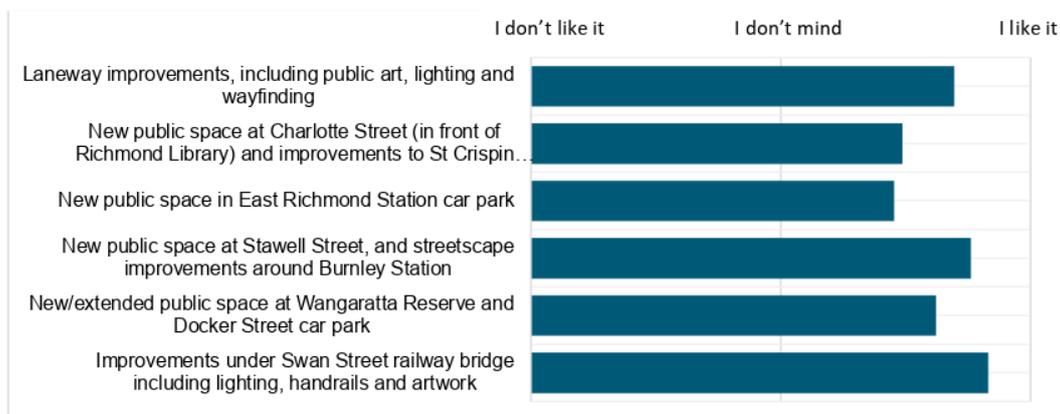
Key themes	Response	Changes to Streetscape Masterplan
Support for more trees and greenery and suggestions for tree species, including native species.	This is a key feature of the Streetscape Masterplan and the high level of support is noted. Tree planting and greenery is noted at page 42. Additional wording can be added to note that the tree species selection should provide the right tree for the right location, in line with Urban Forest Strategy.	Add wording on page 42 to note that tree species selection should provide the right tree for the right location.
More lighting needed, including on some of the side streets.	Agreed – page 42 notes upgrade street lighting, but additional wording can be added to note that lighting levels to be monitored if there are any problem areas in future.	Add wording to page 42 of masterplan to note that additional lighting to be considered if/where needed. Amend wording to remove 'gradually' from lighting upgrades, as the scale and delivery will be determined based on funding and costs (i.e. it may be more cost effective to do it in one go).

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Key themes	Response	Changes to Streetscape Masterplan
Is pedestrian accessibility being considered?	The Streetscape Masterplan includes proposals to provide more even footpaths and provide more spaces for people to rest. As projects are taken forward for design and delivery, the design will consider how accessible and comfortable the space is to use and move through.	-
Higher quality paving should be provided on the footpaths	The footpaths along Swan Street have historically been asphalt, apart from some small sections which have included feature paving (which has been poorly maintained and hasn't lasted). Asphalt is considered to a durable material suitable for Yarra's context. Also, considering budget constraints, the issue of service providers digging up the footpaths to maintain utilities and the need to provide a consistent approach with other retail streets, at this stage asphalt footpaths are the appropriate solution. Other types of high quality paving can be considered for the side street corners and other new public spaces.	-

Bigger opportunities

The Streetscape Masterplan identified a number of other ideas for the precinct, including new public spaces, opportunities for improved public art and lighting and streetscape improvements. The community were asked to rate how much they liked (or disliked) the proposals on a sliding scale. A summary showing the average rating is shown below, showing that all proposals received a support rating of over 72%, demonstrating high levels of support.



Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

The key themes raised in these bigger opportunities are set out below.

Key themes	Response	Changes to Streetscape Masterplan
Charlotte Street: concern about wider traffic impacts and rat running traffic on nearby streets (e.g. Elm Grove).	<p>As any projects are taken forward, more feasibility work and consultation will be carried out to better understand the community aspirations and requirements of the space, including any required vehicle access and parking, as well as any wider traffic impacts.</p> <p>The idea received an average support score of 74%, demonstrating good levels of support for the idea.</p>	Add text to page 44 and 78 to note that feasibility work is to be carried out to understand wider traffic impacts, as well as future consultation with community.
Railway bridge: additional ideas.	<p>Additional ideas were suggested by the community, including ensuring the handrail is safe for cyclists, sculptural light to make the bridge more of a gateway, and replace the steel canopies.</p> <p>These are useful ideas that can be explored when this project is taken forward.</p>	Add text to page 94 to mention exploring lighting opportunities, repairing/replacing canopies and consider cyclist safety (adding cyclist to cross section).
Concern about loss of car parking.	<p>The ideas shown in the masterplan illustrate the potential of the spaces, however any projects that are taken forward will require further feasibility work including on-street parking and traffic. More extensive consultation with the community and key users of the space would be undertaken as projects are taken forward to ensure that any changes meet the needs and aspirations of adjacent sites and the local and wider community.</p> <p>It is noted that all ideas received good levels of support through the survey responses.</p>	Add text to page 78 to note that further design and feasibility of any proposals would need to consider impacts on car parking and traffic.
General concern about traffic impacts of proposals.	See above point.	See above point.
Support for more trees and greenery and suggestions for tree species, including native species.	This is a key feature of the Streetscape Masterplan and the high level of support is noted. Tree planting and greenery is noted on each of the proposals. Additional wording can be added to note that the tree species selection should provide the right tree for the	Add wording on page 78 to note that tree species selection should provide the right tree for the right location.

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Key themes	Response	Changes to Streetscape Masterplan
	right location, in line with Urban Forest Strategy.	

Other feedback in the survey

The survey asked people to add any comments or thoughts. A number of thoughts, ideas and issues were provided by the survey respondents. The key themes that came up are set out below.

Key themes	Response	Changes to Streetscape Masterplan
More bike paths needed	Along Swan Street, the scope of work is focused on the existing footpaths and does not include the road space (in between the kerbs), which is managed by the Department of Transport (VicRoads). It is also noted that work will need to be undertaken at some point in the future to deliver accessible tram stops. When this happens, additional benefits such as bike lanes and pedestrian crossings can be considered to provide an integrated approach.	Add wording to page 37 and 102 about the road space to acknowledge these issues.
More pedestrian crossings needed	See above point.	See above point.
Tram stops should be considered	See above point.	See above point.
General concerns about pedestrian and cyclist safety	The proposals will help to create more space for pedestrians. Larger proposals (e.g. Charlotte Street, Stawell Street) will retain bicycle access. The proposals generally seek to narrow road space to help slow vehicles down and improve pedestrian and cyclist amenity and safety. Refer also to above point about the Swan Street road space.	-

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

<p>The area west of Lennox Street needs to be included.</p>	<p>Several locations were identified, which are listed below with a response:</p> <ul style="list-style-type: none"> • Swan/Cremorne intersection This has been identified on a wider plan of opportunities on page 44, to improve his intersection for pedestrians and cyclists. It is noted that this road space is managed by Department of Transport (VicRoads). • Triangular car park on south side of Swan. This has been identified on a wider plan of opportunities on page 44, to improve the pedestrian link through this site. It is noted that this site is owned by VicTrack. • Richmond Station surrounds This section of Swan Street has been updated in recent years, as part of the Hoddle Street Streamlining project. This work has included new tree planting, seating, as well as the tram stops. There are no immediate plans to change this, however further upgrades can be included if and when Richmond Station is upgraded in future to provide an integrated design. • Wellington Street This location can be included in the masterplan to provide improved pedestrian amenity at the corner of Wellington and Swan Streets. • Botherambo Street This was considered as part of the earlier analysis, however was ruled out given the width constraints and the need to maintain truck access. 	<p>Add the Wellington Street opportunity to page 44 map, to improve amenity and access at the corner of Wellington and Swan Streets.</p>
<p>Consider railway underpasses and bridge connections</p>	<p>The following underpasses are already identified for improvements in the masterplan:</p> <ul style="list-style-type: none"> • Green Street (page 45) • Burnley Street (page 47) <p>There are other bridges/underpasses at Brighton and Stawell Streets that can be added to the masterplan.</p>	<p>Add the following locations to the precinct wide opportunities map.</p> <ul style="list-style-type: none"> • Brighton Street railway bridge (page 46) • Stawell Street underpass (page 48)
<p>Planning and development issues</p>	<p>Concerns were also raised by the community about development of sites in the Swan Street area. This is outside the scope of this Streetscape Masterplan, however there are recent planning controls that have been implemented, to manage the design of new buildings along the Swan Street corridor.</p>	<p>Add wording to page 102 to acknowledge these concerns about development.</p>

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

<p>More artwork needed and comments on type of artwork, including artwork by a diversity of artists.</p>	<p>Proposals will incorporate high quality design and materials. Any public art will follow Council's Public Art Policy to ensure a robust process in terms of choosing the right artists and artwork for the context.</p> <p>The Masterplan does note in the design initiatives on page 42, "<i>opportunity for public art including art by local Aboriginal and Torres Strait Islander artists</i>". Additional wording can be provided in other sections so that this is clear.</p>	<p>Add wording to page 78 to clarify approach and expectations in terms of public art.</p>
<p>Opportunities for acknowledgment of Aboriginal history and significance, through language and artwork.</p>	<p>Agreed – there are many opportunities for artwork in this project and as mentioned above, any public art will comply with the Public Arts Policy to ensure there is good representation of artists including by Aboriginal and Torres Strait Islander people.</p>	<p>Add wording to page 78 to clarify approach and expectations in terms of acknowledgment of Aboriginal history and significance, through language and artwork.</p>
<p>Consult with traditional owners on proposals for tree planting, and at Park Grove leading to Corroboree Tree site</p>	<p>This is acknowledged – the Wurundjeri people are an important stakeholder for projects (including projects near the Birrarung and the Corroboree Tree and where there are significant tree planting opportunities).</p>	<p>Add wording to page 44 and 78 to clarify approach and expectations in terms of consultation with traditional owners.</p>
<p>Street cleaning, regular emptying of bins and removal of graffiti are important.</p>	<p>There were several responses from the community which referenced issues around graffiti and tagging, street cleaning and emptying of bins. Council has prepared a Graffiti Management Framework which outlines Council's approach to managing graffiti in Yarra. It includes strategies related to the removal of graffiti on Council sites and private land. It includes actions to conduct programmed graffiti removal in retail precincts and to explore alternative ideas, such as green walls and lighting, to assist in the prevention of graffiti.</p> <p>Issues around street cleaning and emptying of bins are challenging, particularly in this area which experiences very high usage from visitors and events/ peak times. The feedback from the community has been passed onto Council's operations teams to consider as part of their ongoing work.</p>	<p>Add wording to page 102 to acknowledge these concerns about graffiti and tagging, street cleaning and emptying of bins.</p>

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Other report changes

The following other changes will be made to the document:

- Update to Engagement section on pages 36-37 to add summary of Round 2 engagement.
- The Implementation plan on pages 98-101 has been populated with projects from the masterplan, and the order of the side street corner projects have been prioritised based on community feedback. Text has also been added to clarify that there are many projects identified, some of which could be implemented through capital works programme and others through developments and strategic projects where possible.

Next steps / how we are reporting back

The results of this engagement have been used to update and finalise the Streetscape Masterplan. An email update sent to people who responded to give them an update and note the next steps.

It is intended to take the Streetscape Masterplan document to Council in February 2022 to be adopted.

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Appendix A - survey

Have your say on the draft Swan Street Streetscape Masterplan

Home / Revitalising Swan Street / Take the survey

Closed

Side streets

We've identified several side streets for public space improvements away from the busy footpaths of Swan Street. This would involve extending footpaths on both sides of the road to provide more space for people, trees, lighting, seating, bike parking and public art. This will impact on-street car parking. Any accessible parking or essential loading may need to be moved on the street. Use the hotspot above to see what these streets look like now. Extra images are shown on the brown labels to show how these types of spaces could be improved.

Choose the top 5 streets you'd like to see us focus on by ranking them below.

Bell Street	1
Bendigo Street	2
Brighton Street	3
Carroll Street	4
Charles Street	5
Clifton Street	
Cutter Street	
Dando Street	
Dickmann Street	
Docker Street	
Duke Street	
Edinburgh Street	
Lennox Street	
Lord Street	
Mary Street (north and south)	

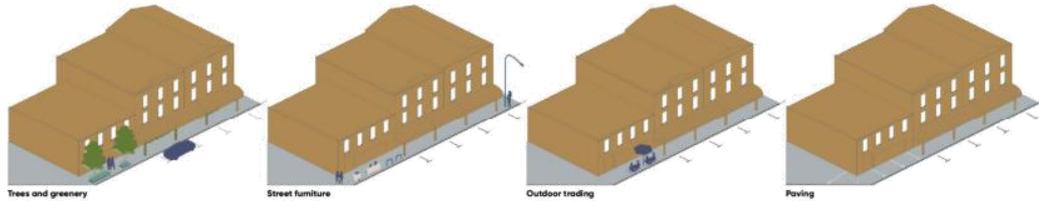
Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Stanley Street

Waverley Street

Footpaths

The masterplan suggests to improve the footpaths along Swan Street. These are some of the things we could do to make them safer and more pleasing to walk along.



What do you think about these recommendations?

	I don't like it	I don't mind	I like it
Take every opportunity to plant new street trees and landscaping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide at least one seat every 60 metres for places to rest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide more bike hoops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide drinking fountains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide more waste and recycling bins	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gradually upgrade street lighting to energy-efficient LED	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Balance the use of footpaths for outdoor dining and other uses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide a unified approach to paving the footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Laneways

There are many laneways off Swan Street that are used for both vehicle access and pedestrians. There are opportunities to improve these laneways through lighting, public art and wayfinding.

The extent of any improvements is dependent on vehicle access and drainage requirements.



What do you think about these proposed laneway improvements?

I don't like it

I don't mind

RESET

I like it

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Bigger opportunities

We've also identified bigger opportunities to create more public space in the precinct. We're keen to know if you support these ideas. If these ideas go ahead, we will undertake feasibility studies, work on detailed designs and ask for your feedback along the way. If you have any further comments on these, please include in the box at the end.

Charlotte Street and St Crispin Street (outside Richmond Library)



This would involve closing the western end of Charlotte Street to vehicles to provide a new public space outside the library. It will provide new trees, soft landscaping and places to sit, play and spend time in. Additional trees would be planted on St Crispin Street and essential vehicle access would be maintained.

How do you feel about the proposed changes to Charlotte Street and St Crispin Street?

A horizontal feedback slider with a pink dot positioned between 'I don't like it' and 'I don't mind'. The scale ends with 'I like it' and a 'RESET' button.

East Richmond Station precinct



There is the potential to convert some or all of this Council-owned car park to new open space. This is consistent with Yarra's Open Space Strategy. A two-stage approach is proposed:

Stage 1

Convert a section of the car parking alongside the railway line to provide additional trees and shade, improved wayfinding to East Richmond Station, places to sit and improved connections to Swan Street.

Stage 2

Convert all of the car park to provide a substantial sized open space.

How do you feel about the proposed changes to the East Richmond Station precinct?

A horizontal feedback slider with a pink dot positioned between 'I don't like it' and 'I don't mind'. The scale ends with 'I like it' and a 'RESET' button.

Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Burnley Station precinct and Stawell Street



This idea provides new connections to Burnley Station, with improved wayfinding, trees, public spaces and places to sit. A section of these improvements are subject to the development approval for 462-482 Swan Street Richmond, if it is implemented.

This also proposes for Stawell Street (between Swan Street and the railway line) to be converted to public space, with additional trees and places to sit next to Ryan's Reserve, outdoor dining, public art and lighting. It would maintain necessary vehicle and bike access.

How do you feel about the proposed changes to the Burnley Station precinct and Stawell Street?



Docker Street and Wangaratta Reserve



The masterplan also identifies Wangaratta Reserve and Docker Street car park as potential sites for improved/expanded public space. This aligns with Yarra's Open Space Strategy.

How do you feel about the improving Wangaratta Reserve and the Docker Street car park?



Swan Street railway bridge



The masterplan identifies the opportunity to improve the environment underneath the Swan Street railway bridge, including new lighting, artwork and new handrails

How do you feel about improvements to the railway bridge?



Attachment 3 - Swan Street Streetscape Masterplan - Round 2 Engagement Report

Do you have any other thoughts or comments? Have we missed anything?

A little about you

This section is optional. Your information helps us better understand your feedback and plan for future consultations.

What is your relationship with Swan Street?

Tick all that apply to you.

- I live in or around Swan Street
- I work on or around Swan Street
- I own a business on or around Swan Street
- I own a property on or around Swan Street
- I shop on and around Swan Street
- I eat/drink or socialise on Swan Street
- I visit or use the train station, tram stop or services (e.g. library) on or around Swan Street
- Other (please specify)

How old are you?

- Under 14 years
- 15 to 19 years
- 20 to 34 years
- 35 to 44 years
- 45 to 60 years
- 61 to 75 years
- 76 years or older
- Prefer not to say

What gender do you identify as?

- Female
- Male
- Non-binary
- Prefer not to say
- Other (please specify)

Do you identify as any of the following?

Tick all that apply to you.

- A person with disability
- An Aboriginal and/or Torres Strait Islander person
- LGBTIQ+
- None of the above
- Prefer not to say
- Other (please specify)

What suburb do you live in?

Your name

Your email address

Let us know your email if you'd like to stay updated about this and related projects.

SUBMIT

8.3 Planning Scheme Amendment C280yara (32-68 Mollison Street Abbotsford) - Panel Report

Reference	D22/9360
Author	Michael Ballock - Executive Planner Strategic Projects
Authoriser	Director Planning and Place Making

Purpose

1. The purpose of this report is for Council to consider:
 - (a) the Panel's report in relation to Amendment C280yara to the Yarra Planning Scheme;
 - (b) whether to adopt the Panel's recommendations; and
 - (c) the next steps for advancing the Amendment in accordance with the requirements under the *Planning and Environment Act 1987*.

Critical analysis

History and background

Subject site

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

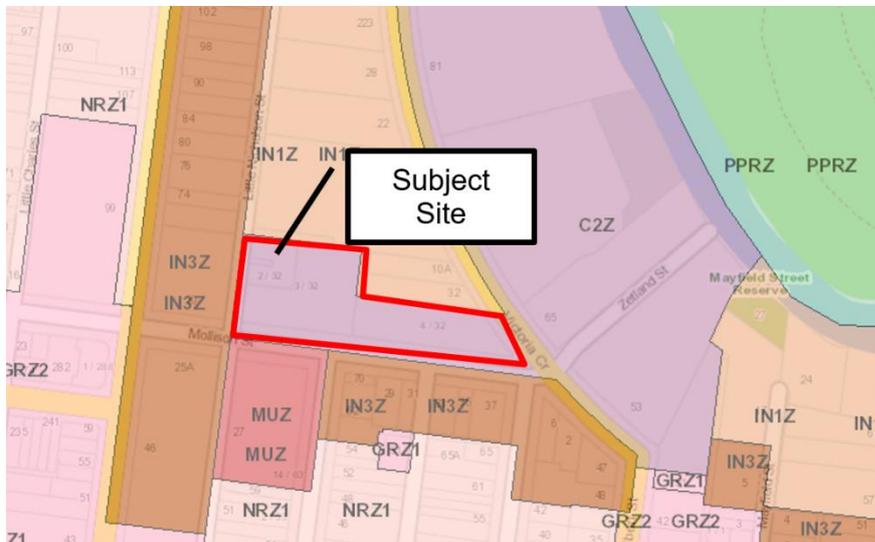


Figure 1: Location of the subject site

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



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



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

Surrounding Context

4. The surrounding land is zoned mostly for non-residential uses, with the exception of the Mixed Use land on the south side of Mollison Street. This includes Industrial 1 zoned land to the north, Industrial 3 zoned land to the west, Industrial 3 zoned land to the south and Commercial 2 zoned land to the east.
5. The site is in proximity to Victoria Street activity centre, two train stations and a tram line (along Victoria Street).
6. While the surrounding area is currently developed with a mix of one to three storey older industrial and warehouse style buildings, this is set to change due to recent planning permit approvals (refer to Table 1).

Table 1: Existing Planning Permit Approvals in Surrounding Area

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

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

Current Planning Controls

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

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

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

Note: The zone will remain unchanged as part of this amendment;

(b) *Environmental Audit Overlay (EAO)*;

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

Note: The EAO will remain unchanged as part of this amendment;

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

Note: Changes to the IPO1 and Incorporated Document are the subject of Amendment C280 and outlined further in this report.

Planning Scheme Amendment C280yara

8. In August 2019, the landowner lodged a request with Council to consider a Planning Scheme Amendment (C280) to replace the Incorporated Plan Overlay – Schedule 1 (IPO1) and the associated Incorporated Plan (an Incorporated Document).

9. At the Council meeting on 1 September 2020, Council considered the request for an amendment to the Yarra Planning Scheme for the subject site. Council resolved to proceed with the formal exhibition of Amendment C280yara.

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

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

12. The proposed IPO1 varies from the *existing* IPO1. It is different in the following ways:

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

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

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

- (d) removes the requirement for a permit to address the '*the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic movements*' as this is addressed in Clause 22.05 Interface Uses Policy in the Yarra Planning Scheme and the approved planning permit for the site to the north is for office, not industry;
 - (e) removes the 'decision guideline' to consider the extent to which environmentally sustainable design features are adopted, as this is now a requirement in Clause 22.17 Environmentally Sustainable Design Policy in the Yarra Planning Scheme;
 - (f) removes the 'decision guideline' related to '*design of the car park building*', as the proposal is introducing a requirement for active frontage at ground level, and for car parking to be concealed from the Victoria Crescent and Mollison Street frontages;
 - (g) removes the 'decision guideline' relating to 'screening of mechanical plant equipment' and 'reverse amenity impacts', as this can be addressed through Clause 22.05 'Interface Uses Policy' in the Yarra Planning Scheme;
 - (h) removes the 'decision guidelines' relating to '*the proposed development has regard to the heritage values of the site as applicable*', as the subject site is not affected by Heritage Overlay; this was specific to the property 61-69 William Street; and
 - (i) changes to the requirements to prepare an 'Incorporated Plan' to include additional built form controls and remove provisions relating to land use. NB. The land use is controlled by the C2 Zone.
13. The proposed 'Incorporated Plan' (exhibited version), prepared under IPO1, would be an 'Incorporated Document' in the Schedule to clause 72.04 of the Yarra Planning Scheme. Figures 4 and 5 illustrate the existing and proposed Incorporated Plans and the table 2 provides a comparison between the existing and proposed Incorporated Plans (exhibited version).

Table 2: Comparison between the Existing and (exhibited) Proposed Incorporated Plans

	Current Incorporated Plan (refer to Figure 4)	Proposed (exhibited) Incorporated Plan (refer to Figure 5)
Height	Building height for 32-68 Mollison Street, Abbotsford must not exceed 23 metres and 5 storeys.	Building height in Area A is increased to not exceed 32 metres and 7 storeys. Building height in Area B remains the same and not exceed 23 metres and 5 storeys.
Street wall	Existing building Street Wall (three storey)	Street wall height should transition from three storeys at the western end (Area A) of the site to four storeys at the eastern end (Area B) of the site.
Upper level setback from street wall and northern boundary	Manage edge to provide for continued industrial purposes on the northern side. 2m setback as shown on the Incorporated Plan.	Above the street wall and northern boundary wall, upper level setback is increased to a minimum of 3 metres from northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) to avoid repetitive stepping of individual levels.

Ground Level Setback	No requirement. (in current IPO1 and Incorporated Plan)	The building must be setback along the western boundary of the property to provide for two way vehicle access on Little Nicholson Street.
Corner treatment	No requirement. (in current IPO1 and Incorporated Plan)	The corner of the development at the Mollison Street and Victoria Crescent intersection should be chamfered as shown on The Plan. No cantilevering should occur at the upper levels.
Upper Level building separation	No requirement. (in current IPO1 and Incorporated Plan)	Upper level development (from 4 th Storey) should be separated by a minimum of 6 metres between Area A and Area B.
Overshadowing	No requirement. (in current IPO1 and Incorporated Plan)	New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on 22 September.
Active frontages	<p>As per the IPO1, <u>Conditions and requirements for permits</u></p> <p>An active ground floor frontage incorporated into the design of the car park building at 32 Mollison Street.</p> <p><u>Decision Guidelines</u></p> <p>The relationship of any new buildings to the street including entrances that provide opportunities for active or visual engagement.</p>	Active frontages should be provided to a minimum 80% of the Mollison Street & Victoria Crescent frontage, keeping inactive facades to a minimum.
Material definition (podium and upper levels)	No requirement (in current IPO1 and Incorporated Plan)	Façade articulation and composition should achieve cohesive design between lower and upper levels with upper level being lighter colour.
Car Parking	Requirement for a car parking building on the western part of the property.	Car parking should be concealed from the Victoria Crescent and Mollison Street frontages.
Bicycle Parking	No requirement (in current IPO1 and Incorporated Plan)	Staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses (e.g. changing facilities).
Vehicular access	Three access points from Mollison Street and one from Victoria Crescent. (as shown on the Incorporated Plan)	<p>Limit vehicular access to one from Little Nicholson Street and one from Mollison Street as shown on Map 1.</p> <p>No vehicular access is to be provided from Victoria Crescent.</p>
Pedestrian Access	No requirement (in current IPO1 and Incorporated Plan)	<p>Pedestrian access to buildings should be achieved via streets and primary access from laneways should be avoided.</p> <p>Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting.</p>

		Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.
Service cabinets	No requirement (in current IPO1 and Incorporated Plan)	Service cabinets to be appropriately located and integrated with the design of the building utilising the laneway where possible.

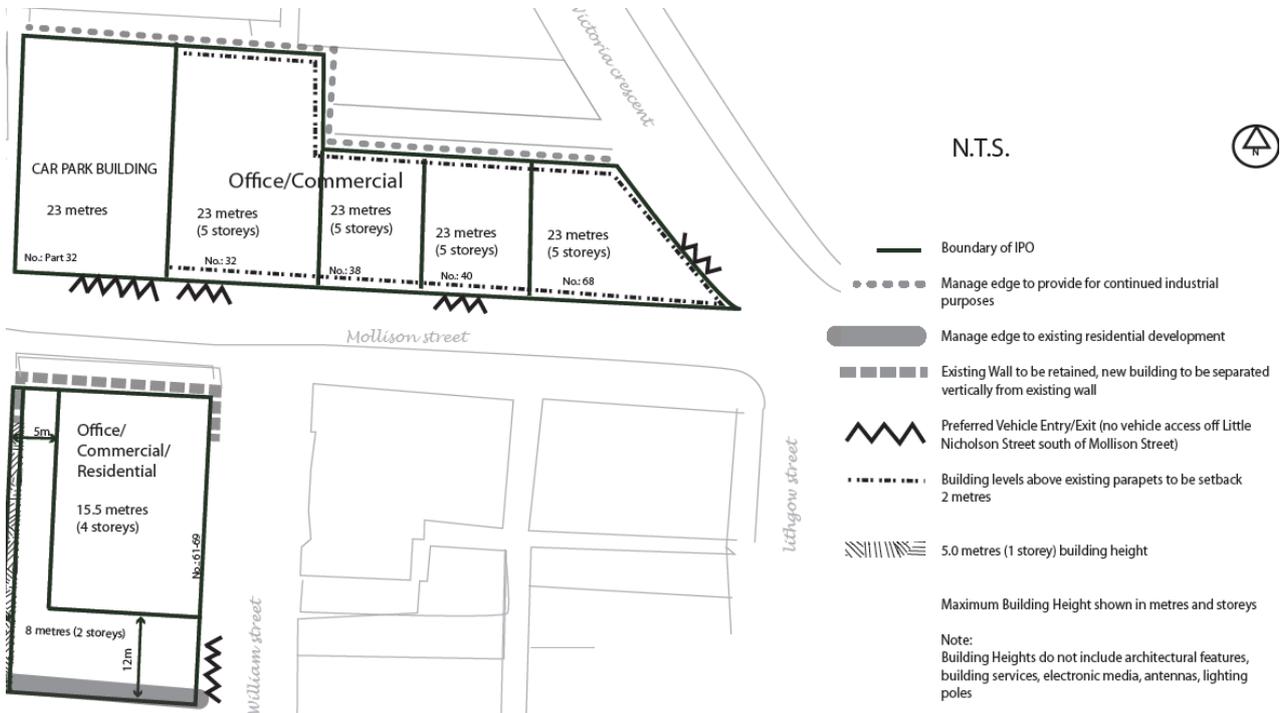


Figure 4: Existing 'Incorporated Plan' Map above



Figure 5: (exhibited) Proposed 'Incorporated Plan' Map above

Discussion

Exhibition

- Amendment C280yara was placed on public exhibition on 15 April 2021 to 17 May 2021.

15. Notification and exhibition of the amendment were carried out via the following measures including:
- (a) statutory required notification:
 - (i) letters, including an information brochure and notice of preparation were sent to owners and occupiers surrounding the site, advising of Council's intent to exhibit Amendment C280yara;
 - (ii) letters, including notice of preparation and fact sheet, sent to Stakeholders and Prescribed Authorities;
 - (iii) notices placed in the Age and the Government Gazette;
 - (iv) full amendment documentation on the Department of Environment, Land, Water and Planning (DELWP) and the City of Yarra's website;
 - (v) hard copies of the amendment documentation at Richmond Town Hall; and
 - (b) Non statutory notification:
 - (i) Council offered appointments with Council officers to all affected parties. These were made at the interested party's request.
16. As a result of exhibition, eleven (11) submissions (one late submission from the proponent) were received. In summary:
- (a) one submission is from a nearby business owner not directly objecting;
 - (b) one submission from the proponent supporting the Amendment; and
 - (c) nine (9) objecting submissions from surrounding residents.

Panel Hearing

17. The Panel hearing took place by video conference on 4 October 2021. Council and the proponent were the only participants at the hearing, other than the proponent no other submitter sought to be a party to the panel.
18. The main thrust of the proponent submission to the Panel was that references to height 'in storeys' should be deleted, so that an additional storey might be constructed in each of Area A and Area B, within the height limits specified in metres. Council opposed this change.
19. There were also matters of 'drafting issues' which were mutually agreed with the proponent and the Council at the Panel hearing; the matters were:
- (a) the addition of the word "generally" in each of clause 2 of IPO1 and the incorporated plan;
 - (b) in clause 2 of IPO1, Council agreed with the proponent that some of the exhibited text was unnecessary, given the matters in question are set out in the objectives of the incorporated plan;
 - (c) in the third objective of the Incorporated Plan, it was agreed to replace a reference to "opposite footpaths on" with "on the southern footpath on Mollison Street and eastern footpath on Victoria Crescent";
 - (d) in Table 1 of the Incorporated Plan, the maximum street wall height should reference metres and storeys and include 'or' instead of metres in brackets; and
 - (e) In Table 1 of the Incorporated Plan, the active frontages were updated with "*New development should include multiple entrances and building openings along the extent of frontage to Mollison Street and Victoria Crescent. These should be sufficient in number and spacing to provide a high level of passive surveillance along Mollison Street and Victoria Crescent frontages.*".
20. All the above changes are highlighted in yellow in the Attachment 3. This reflects the Hearing versions included in Appendices B and C of the Panel report.

21. There were issues outstanding at the Panel hearing which were requested by the Proponent to be considered. These issues were:
- (a) deletion of the reference to storeys; and
 - (b) insert the word ‘emerging’ in Schedule 1 to the Incorporated Plan Overlay (IPO1) at Clause 4.0 to refer to character as “emerging character”.

Panel Report

22. Council received the Panel’s report on 1 November 2021. Besides the proponent (AH Meydan Pty Ltd), no submitters appeared at the Hearing, so the Panel relied upon their written submissions in response to the exhibition of the Amendment.
23. The Panel concluded that:
- (a) the Amendment is strategically justified and introduces new provisions that ensure amenity and built form requirements are considered further;
 - (b) an additional 9 metres or 2 storeys in building height is generally consistent with the emerging character of the area;
 - (c) references to character be amended to ‘emerging character’ in Schedule 1 to the Incorporated Plan Overlay;
 - (d) Objective 1 in the Incorporated Plan should retain references to height in metrics;
 - (e) building height should be expressed in metres and storeys to provide certainty for Council, the proponent and the community and ensure a greater level of flexibility to provide floor plates for commercial uses;
 - (f) the new requirements in the Incorporated Document will ensure the interface with residential uses to the south can be addressed appropriately;
 - (g) further clarity be provided by adding “whichever is the lesser” to building height references in the Incorporated Plan and confirm that the consideration of building height does not include basement levels;
 - (h) the new overshadowing requirements in the Incorporated Plan are appropriate and will restrict overshadowing the southern footpath of Mollison Street at the equinox; and
 - (i) the deletion of vehicle access off Victoria Crescent, the widening of the western laneway to allow for two-way vehicle movements will result in improved traffic access and circulation around the site.
24. The following table provides a summary of the Panel recommendations and Council officers view on the recommendations:

RECOMMENDED BY THE PANEL	OFFICER RESPONSE TO PANEL RECOMMENDATION
Adopt the Hearing version of Schedule 1 to the Incorporated Plan Overlay as contained in Appendix B subject to changes made by the Panel in the Panel report (Attachment 1 to this report).	Officer recommends adopting this version of the Schedule 1 to the Incorporated Plan Overlay (IPO1).
Adopt the Hearing version of the 32-68 Mollison Street, Abbotsford Incorporated Plan March 2021 as contained in Appendix C subject to changes made by the Panel in the Panel report (Attachment 1 to this report).	Officer recommends adopting this version of the Incorporated Plan, updated version is labelled as “32-68 Mollison Street Abbotsford Incorporated Plan February 2022” in the Attachment 2 to this report.
Amend Schedule 1 to the Incorporated Plan Overlay at Clause 4.0 to refer to character as “emerging character”.	The officer recommends accepting the change as Abbotsford employment area is changing and ‘emerging character’ would justify the changing nature. This is reflected

	in the Attachment 2 to this report.
Amend Table 1 of the 32-68 Mollison Street, Abbotsford Incorporated Plan March 2021 to add “whichever is the lesser” and confirm basements are excluded from the assessment of building height.	The officer recommends accepting the change as this is consistent “ A <i>Practitioner’s Guide to Victorian Planning Schemes, April 2020</i> ”. This is reflected in the Attachment 2 to this report.
Amend Table 2 of the 32-68 Mollison Street Abbotsford Incorporated Plan March 2021 with a minor edit to the requirement for the widening of Little Nicholson Street.	This is a minor edit just to improve the readability of the document. Officer recommends to accept the change.

25. The above changes are highlighted green in the attachment 3 of this report.
26. The Panel accepted the land owner’s (proponent) proposal to add the word ‘emerging’ to describe the character of the area in the IPO, however, refused to accept the request to delete the reference to the storeys from the Incorporated Plan. The Panel supports the reference to building height in metres and storeys for clarity and certainty.

Options

Section 27 of the *Planning and Environment Act 1987* – consideration of the Panel’s report

27. Where a Panel report has been received, Council has three options under the *Planning and Environment Act 1987* in dealing with the Amendment:
 - (a) adopt the amendment with the changes recommended by the Panel (Attachment 2), in part or in full; or
 - (b) adopt the amendment without changes (as exhibited); or
 - (c) abandon the amendment or part of the amendment.
28. The officer recommendation is that Council adopt the Amendment with all the changes recommended by the Panel and forward the Amendment to the Minister for Planning for approval.
29. If the Minister approves the Amendment a Notice will be published in the Government Gazette and the Yarra planning scheme will be amended on that date.
30. Council will be advised when the Minister approves the Amendment.

Community and stakeholder engagement

31. Council has:
 - (a) exhibited the amendment for one calendar month, in accordance with the requirements of the *Planning and Environment Act 1987*;
 - (b) posted notice of the proposal to all owners and occupiers of land directly affected by the changes, other interested parties and Prescribed Ministers;
 - (c) published formal notice of the amendment in the Age and Government Gazette; and
 - (d) provided comprehensive information on the Council’s websites.
32. Consultation provided the community, landowners and stakeholders with the opportunity to make a submission about the proposed changes.
33. Council officers have had preliminary discussions about the amendment with the Department of Environment, Land, Water and Planning (DELWP).
34. All submitters were invited by Planning Panels Victoria to attend the Panel Hearing.

Policy analysis

Alignment to Council Plan

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

Spatial Economic and Employment Strategy 2018

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

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

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

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

38. The site is specifically considered under Strategy 5: *Retain other C2 zoned precincts*.
39. Amendment C280yara facilitates commercial redevelopment of the site, supporting greater diversity of business and economic activity.

Climate emergency and sustainability implications

40. The site is in proximity to public transport and can be accessed by different modes of travel.
41. The amendment is accompanied by a Section 173 agreement to contribute to a raised pedestrian crossing on Mollison Street, facilitating pedestrian movement between surrounding employment uses and Victoria St activity centre.
42. Clause 22.17 *Environmentally Sustainable Development* seeks to ensure environmental sustainability is considered at planning permit application stage, with particular consideration given to energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology.
43. For a development of the type permitted on the site, a 'Sustainability Management Plan' and 'Green Travel Plan' would be required to be submitted as part of the planning permit application.

Community and social implications

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

Economic development implications

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

Human rights and gender equality implications

46. There are no human rights and gender equality implications.

Operational analysis

Financial and resource impacts

47. The costs associated with the exhibition panel process, including panel fees, representation and other experts who provide evidence on behalf of Council would be met by the proponent.
48. Other aspects are met by the strategic planning budget.

Legal Implications

49. The amendment complies with the requirements of the Planning and Environment Act 1987.
50. There are no known legal implications of this amendment.

Conclusion

51. The Panel has supported Council's position on the Amendment.
52. It is recommended that the Amendment be adopted by Council with the changes as recommended by the Panel being:
 - (a) Adopt the Hearing version of Schedule 1 to the Incorporated Plan Overlay as contained in Appendix B, subject to changes made by the Panel in the Panel report (Attachment 1);
 - (b) Adopt the Hearing version of the 32-68 Mollison Street, Abbotsford Incorporated Plan March 2021 as contained in Appendix C, subject to changes made by the Panel in the Panel report (Attachment 1);
 - (c) Amend Schedule 1 to the Incorporated Plan Overlay at Clause 4.0 to refer to character as "emerging character";
 - (d) Amend Table 1 of the 32-68 Mollison Street Abbotsford Incorporated Plan March 2021 to add "whichever is the lesser" and confirm basements are excluded from the assessment of building height; and
 - (e) Amend Table 2 of the 32-68 Mollison Street, Abbotsford Incorporated Plan March 2021 with a minor edit to the requirement for the widening of Little Nicholson Street.
53. The changes made to the Amendment between exhibition and adoption reflect the recommendations set out in the Panel report.
54. The attachments show the tracked changes.
55. The next recommended step is for Council to refer the Amendment with the changes proposed by the Planning Panel, to the Minister for Planning for approval.

RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding Amendment C280yara (**Amendment**), the officer recommendations and Attachments 1, 2 and 3;
 - (b) note the public release of the Panel Report for the Amendment under Section 26 of the *Planning and Environment Act 1987* (Vic) (**Act**);
 - (c) consider the Panel report under section 27 of the Act;
 - (d) adopts Amendment C280yara as set out in Attachment 2 to this report, in accordance with section 29(1) of the Act;
 - (e) authorise officers to submit the adopted Amendment, together with the prescribed information to the Minister for Planning for approval, in accordance with section 31(1) of the Act;
 - (f) delegate authority to the CEO to finalise the Amendment documentation in accordance with Council's resolution including any administrative or formatting changes to the amendment documentation and mapping required to give effect to Council's resolution;
 - (g) authorise officers to write to:
 - (i) all submitters to the Amendment;
 - (ii) owners and occupiers of land that Council believes may be materially affected by the Amendment; and
 - (iii) to any other person, Minister, public authority or municipal council, who received notice of the Amendment in accordance with section 19(1) of the Act, to advise of this Council resolution.

Attachments

- 1 [↓](#) Yarra C280yara Panel Report
- 2 [↓](#) C280yara Amendment docs for adoption
- 3 [↓](#) C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

Attachment 1 - Yarra C280yara Panel Report

**Planning
Panels
Victoria**

**Yarra Planning Scheme Amendment C280yara
32-68 Mollison Street, Abbotsford**

Panel Report

Planning and Environment Act 1987

1 November 2021



Attachment 1 - Yarra C280yara Panel Report

How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether or not to adopt the Amendment [section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the PE Act]

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the PE Act

Yarra Planning Scheme Amendment C280yara

32-68 Mollison Street, Abbotsford

1 November 2021



David Merrett, Chair

Attachment 1 - Yarra C280yara Panel Report

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Plan March 2021**

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Attachment 1 - Yarra C280yara Panel Report

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Glossary and abbreviations

Council	Yarra City Council
Incorporated Plan	32-68 Mollison Street Abbotsford Incorporated Plan (March 2021)
IPO1	Schedule 1 to the Incorporated Plan Overlay

Attachment 1 - Yarra C280yara Panel Report

Yarra Planning Scheme Amendment C280yara | Panel Report | 1 November 2021

Overview

Amendment summary	
The Amendment	Yarra Planning Scheme Amendment C280yara
Common name	32-68 Mollison Street, Abbotsford32-68 Mollison Street, Abbotsford32-68 Mollison Street, Abbotsford
Brief description	<p>The Amendment proposes to:</p> <ul style="list-style-type: none"> replace the existing Incorporated Plan Overlay - Schedule 1 delete the IPO1 from the property at 61-69 William Street, Abbotsford amend Clause 72.04 to replace the incorporated document "32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013" with "32 – 68 Mollison Street Incorporated Plan (March 2021)"
Subject land	32-68 Mollison Street, Abbotsford
The Proponent	AH Meydan Pty Ltd
Planning Authority	Yarra City Council
Authorisation	19 February 2021
Exhibition	15 April to 17 May 2021
Submissions	<p>Number of Submissions: 11 Opposed: 9</p> <ol style="list-style-type: none"> Jack Skoblar Freeda Razmoski Joanne Ginn and Martin O'Byrne Wai Loon Winson Tan and Sie Wan Chai Gai Palmer Margot Foster Paul Lee and Dermot Sheridan Simon Perry Brendan Mitchell and Maryanne Coffey Kathleen Crowley AH Meydan Pty Ltd

Panel process	
The Panel	David Merrett
Directions Hearing	Video conference, 6 September 2021
Panel Hearing	Video conference, 4 October 2021
Site inspections	Unaccompanied, 30 September 2021

Planning
Panels
Victoria

Attachment 1 - Yarra C280yara Panel ReportYarra Planning Scheme Amendment C280yara | Panel Report | 1 November 2021

Parties to the Hearing	Yarra City Council represented by Terry Montebello of Maddocks Solicitors calling the following expert evidence: <ul style="list-style-type: none">• Urban design from Leanne Hodyl of Hodyl and Co. AH Meydan Pty Ltd represented by Carley Robertson of Counsel instructed by Gemma Robinson of Rigby Cooke Lawyers, calling the following expert evidence: <ul style="list-style-type: none">• Urban design from Julia Bell of Kinetica
Citation	Yarra Planning Scheme PSA C280yara [2021] PPV
Date of this report	1 November 2021

Attachment 1 - Yarra C280yara Panel Report

Executive summary

Yarra Planning Scheme Amendment C280yara seeks to:

- replace the existing Incorporated Plan Overlay - Schedule 1
- delete the IPO1 from the property at 61-69 William Street, Abbotsford
- amend Clause 72.04 to replace the incorporated document “*32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013*” with “*32 – 68 Mollison Street Incorporated Plan (March 2021)*”.

The existing Incorporated Plan allows for development up to 5 storeys or 23 metres. The Amendment would allow an increased building height to 32 metres or 7 storeys. It also includes new requirements that address overshadowing, setbacks, access, upper level setbacks, materiality and articulation and building separation.

Key issues raised in submissions included:

- Building height is excessive
- How building height should be expressed
- Overshadowing impacts
- Loss of character
- Traffic impacts
- Parking impacts.

Besides the Proponent (AH Meydan Pty Ltd), no submitters appeared at the Hearing, so the Panel relied upon their written submissions in response to the exhibition of the Amendment.

The Panel directed (Direction 3) the Proponent to circulate a preferred version of the planning controls prior to the Hearing. Despite lodging a submission to the Amendment, it was only in the preferred version of the Incorporated Plan that the Proponent sought to delete the reference to storeys for building height. The submitters that elected not to attend the Hearing did have to view this version and the Panel has taken this into account when considering the proposed change.

The subject land is in the Abbotsford employment precinct where significant redevelopment has and will continue to occur. Development has been approved on adjoining and nearby sites ranging between 4 and 9 storeys. The Panel found the Amendment to be strategically justified. From a strategic planning perspective it could not consider submissions that requested building height to be lower than that which currently exists as relevant to the Amendment. Similarly, it found that potential noise, construction impacts, traffic or parking impacts were not relevant as there is it was not considering a specific proposal for the land. These issues can be addressed when a planning application for the land is considered by Council.

The Panel concludes:

- The Amendment is strategically justified and introduces new provisions that ensure amenity and built form requirements are considered further.
- An additional 9 metres or 2 storeys in building height is generally consistent with the emerging character of the area.
- References to character be amended to ‘emerging character’ in Schedule 1 to the Incorporated Plan Overlay.
- Objective 1 in the Incorporated Plan should retain references to height in metrics.

Attachment 1 - Yarra C280yara Panel Report

- Building height should be expressed in metres and storeys to provide certainty for Council, the Proponent and the community and ensure a greater level of flexibility to provide floor plates for commercial uses.
- The new requirements in the Incorporated Document will ensure the interface with residential uses to the south can be addressed appropriately.
- Further clarity be provided by adding “*whichever is the lesser*” to building height references in the Incorporated Plan and confirm that the consideration of building height does not include basement levels.
- The new overshadowing requirements in the Incorporated Plan are appropriate and will restrict overshadowing the southern footpath of Mollison Street at the equinox.
- The deletion of vehicle access off Victoria Crescent, the widening of the western laneway to allow for two-way vehicle movements will result in improved traffic access and circulation around the site.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Yarra Planning Scheme Amendment C280yara be adopted as exhibited subject to the following:

1. **Adopt the Hearing version of Schedule 1 to the Incorporated Plan Overlay (Document 11) as contained in Appendix B subject to changes made by the Panel in this report.**
2. **Adopt the Hearing version of the 32-68 Mollison Street Abbotsford Incorporated Plan March 2021 (Document 12) as contained in Appendix C subject to changes made by the Panel in this report.**
3. **Amend Schedule 1 to the Incorporated Plan Overlay at Clause 4.0 to refer to character as “emerging character”.**
4. **Amend Table 1 of the 32-68 Mollison Street Abbotsford Incorporated Plan March 2021 to add “whichever is the lesser” and confirm basements are excluded from the assessment of building height.**
5. **Amend Table 2 of the 32-68 Mollison Street Abbotsford Incorporated Plan March 2021 with a minor edit to the requirement for the widening of Little Nicholson Street.**

Attachment 1 - Yarra C280yara Panel Report

1 Introduction

1.1 Amendment description

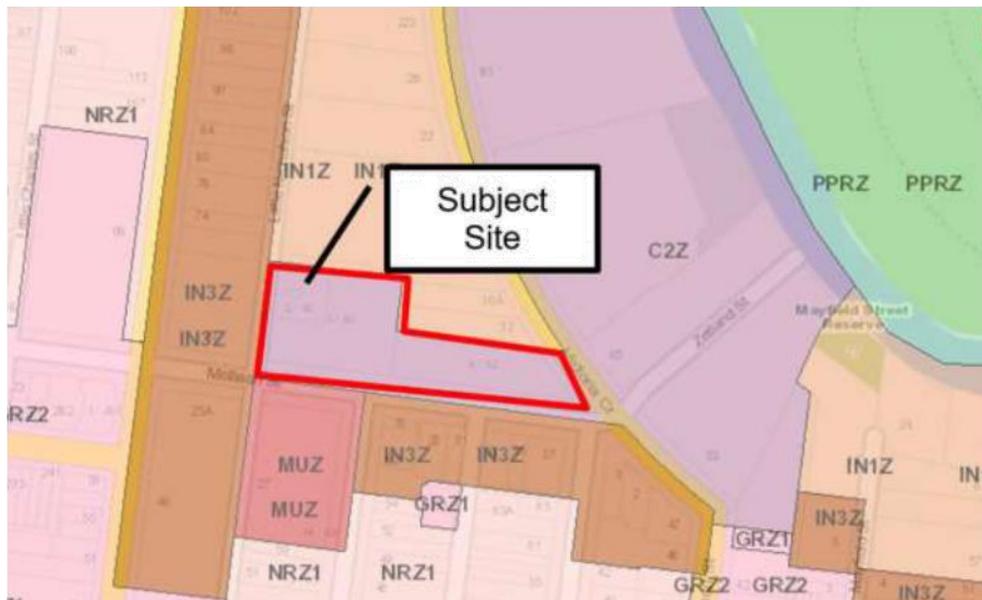
The Amendment applies to 32-68 Mollison Street, Abbotsford. It proposes to:

- replace the existing Incorporated Plan Overlay - Schedule 1 (IPO1)
- delete the IPO1 from the property at 61-69 William Street, Abbotsford
- amend Clause 72.04 to replace the incorporated document “32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013” with “32 – 68 Mollison Street Incorporated Plan (March 2021)” (Incorporated Plan).

1.2 The subject land

The Amendment applies to land shown in Figures 1 and 2. It is located on the north-west corner of Mollison Street and Victoria Crescent, Abbotsford.

Figure 1 Location of the subject land



The site has an area of 4,360 sqm and a 147 metre frontage to Mollison Street. The site currently consists of an at-grade carpark at the western end and a 3 storey office building on the remainder of the site.

More broadly the site is part of an employment precinct generally bound by Mollison Street to the south, Gipps Street to the north, the Yarra River to the east and Nicholson Street to the west. The area generally comprises older one to three storey industrial and warehouse buildings.

The site is well located to the Victoria Street activity centre, two train stations and a tram line along Victoria Street.

Attachment 1 - Yarra C280yara Panel Report

Figure 2 Aerial photo of site



1.3 Amendment detail

Council advised the proposed IPO1 and Incorporated Plan is required to:

- increase the allowable building height from 5 storeys (23 metres) to 7 storeys (32 metres) for the part of the western part of the subject site, while retaining the existing 5 storey limit on the eastern part
- increase the street wall height from 3 storeys to 4 storeys at the eastern end of the subject site
- increase the upper level setbacks from 2 metres to 3 metres
- introduce a ground level setback on Little Nicholson Lane to support two-way traffic
- introduce a requirement for a chamfer at the intersection of Mollison Street and Victoria Crescent
- introduce a requirement for upper building separation of 6 metres
- introduce a solar access requirement to the southern footpath on Mollison Street between 10am and 2pm at the September equinox
- introduce a requirement for a minimum of 80 per cent active frontages to Mollison Street and Victoria Crescent
- introduce a requirement for materials definition between lower and upper levels of buildings
- introduce a requirement that car parking is concealed from Victoria Crescent and Mollison Street
- introduce a requirement for bicycle parking
- limit vehicle access to Little Nicholson Street and Mollison Street and remove it from Victoria Crescent to increase pedestrian safety

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- require pedestrian access to be from streets (with primary access from laneways to be avoided)
- require service cabinets to be appropriately located and integrated with the design of the building where possible.

Figure 3 contains Map 1 from the Incorporated Plan.

Figure 3 Proposed Incorporated Plan - Map 1



The Amendment maintains the exemption from notice and review if a permit application was generally in accordance with the incorporated plan.

A comparison between the existing and proposed IPO1 is outlined in Table 1.

Table 1 Comparison between existing and proposed Incorporated Plans

	Current Incorporated Plan (2013)	Proposed Incorporated Plan March 2021
Height	Building height for 32-68 Mollison Street, Abbotsford must not exceed 23 metres and 5 storeys	Building height in Area A is increased must not exceed 7 storeys (32 metres)
Street wall	Existing building street wall (three storey)	Street wall height should transition from 3 storeys (13.8 metres) at the western end of the site (Area A) to four storeys (18.4 metres) at the eastern end of the site (Area B)
Upper level setback from street wall and northern boundary	Manage edge to provide for continued industrial purposes on the northern side Two metre setback as shown on the Incorporated Plan	Above the street wall and northern boundary wall, upper levels should be setback a minimum of three metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper levels setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback

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		above the boundary wall below as one step) to avoid repetitive stepping of individual levels
Ground level setback	No requirement	The building must be setback along the western boundary of the property to provide for two-way vehicle access on Little Nicholson Street
Corner treatment	No requirement	The corner of the development at the Mollison Street and Victoria Crescent intersection should be chamfered. No cantilevering at upper levels
Upper level building separation	No requirement	Upper level development (4 th storey and above) should be separated by a minimum of 6 metres between Area A and Area B to ensure proposed buildings on Area A and Area B do not appear as one building mass
Overshadowing	No requirement	New development must not overshadow the footpath on the southern side of Mollison Street between 10am and 2pm on 22 nd September
Active frontages	Active ground floor frontage at 32 Mollison Street	Active frontages should be provided to a minimum of 80 per cent of the Mollison Street and Victoria Crescent frontage, keeping inactive facades to a minimum
Material definition (podium and upper levels)	No requirement	Façade articulation and composition should achieve cohesive design including material definition between podium and upper levels that is responsive to local context and character. Podium materials should be detailed and robust with visually recessive materials used at upper levels
Car parking	Requirement for a car parking building on the western part of the site	Car parking should be concealed from Victoria Crescent and Mollison Street frontages
Bicycle parking	No requirement	Staff bicycle should be located and designed to be secure and conveniently accessible from the street and associated uses
Vehicle access	Three access points from Mollison Street and one from Victoria Crescent	Vehicular access must be limited to a maximum of one crossover from Little Nicholson Street and one crossover from Mollison Street
Pedestrian access	No requirement	Pedestrian access to buildings should be via Mollison Street and/or Victoria Crescent and primary access from laneways should be avoided. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting

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		Pedestrian entrances must be clearly visible, secure and have an identifiable sense of address
Service cabinets	No requirement	Service cabinets must be appropriately

1.4 Background

The existing IPO1 was introduced by Amendment C170 in 2013. In summary it:

- applies to the subject site, as well as 61-69 William Street, which has since been developed for a multi-storey building
- allows a mandatory building height of up to five storeys
- contains minimal urban design requirements to guide built form outcomes.

Yarra City Council (Council) issued Planning Permit PLN17/0697 for the site that approved a 5 storey building and a change of use to shop and office and reduction in the associated parking requirement.

Since IPO1 was introduced, various permits have been granted for development to 4 to 9 storeys on several neighbouring properties.

1.5 Summary of issues raised in submissions

(i) Yarra City Council (Planning Authority)

The key issues for Council were:

- Support for the Amendment
- Height should be expressed in both metres and storeys
- Initially supported the use of the 80 per cent metric for active frontages however supported the revised text from Ms Hodyl who provided urban design advice for Council.

(ii) AH Meydan Pty Ltd (Proponent)

The key issues for the Proponent were:

- Support for Amendment
- Height should be expressed in metres only
- Initially objected to the use of the 80 per cent metric for active frontages but supported the revised text from Ms Hodyl.

The remaining unresolved issue is whether height should be expressed in metres and storeys.

(iii) Individual submitters

The key issues by submitters were:

- Building height is excessive
- Overshadowing impacts
- Loss of character
- Traffic impacts
- Parking impacts.

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The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions, evidence and other material presented to it during the Hearing. It relied on the written submissions in response to the exhibition of the Amendment from the community as no submitters elected to attend the Hearing. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Planning context
- Building height, character and overshadowing
- Traffic and car parking.

1.6 Limitations

The Panel does not comment further on submissions relating to construction related noise impacts as the Panel is not considering a specific development proposal and this will be the subject of *State Environment Protection Policy – Control of noise from industry, commerce and trade No. 1 (SEPP N-1)* and the requirement for a Construction Management Plan as a condition of any future permit that is granted.

1.7 Hearing versions of Schedule 1 to the Incorporated Plan Overlay and Incorporated Document

The Panel requested Council and the Proponent to provide a Hearing version of the IPO1 (Document 11) and the Incorporated Document (Document 12). These versions of the documents contained agreed text and tracked text and comments for issues that remained unresolved between the parties. An opportunity was provided for final comment. Neither Council nor the Proponent provided any additional final comment.

Council and the Proponent agreed to the revised text that refers to active frontages along Mollison Street.

The Panel adopts these versions of the documents subject to any changes provided in this report.

1. **Adopt the Hearing version of Schedule 1 to the Incorporated Plan Overlay (Document 11) as contained in Appendix B subject to changes made by the Panel in this report.**
2. **Adopt the Hearing version of the 32-68 Mollison Street Abbotsford Incorporated Plan March 2021 (Document 12) as contained in Appendix C subject to changes made by the Panel in this report.**

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2 Planning context

2.1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework, which the Panel has summarised below.

Victorian planning objectives

The Amendment will assist in implementing State policy objectives set out in section 4 of the PE Act by providing greater clarity regarding built form outcomes and expectations in Yarra's employment areas of Abbotsford. The proposed provisions will support more efficient and orderly planning processes.

The Amendment seeks to provide greater clarity as it will assist to achieve better built form and public realm outcomes and assist to improve public safety at local intersections.

Clause 11 (Settlement)

The Amendment supports Clause 11 by adding to the land supply of commercial office and retail floorspace in the Abbotsford employment area.

Clause 15 (Built environment and heritage)

The Amendment supports Clause 15.01 (Built environment) by:

- Creating safe and functional urban spaces
- Implementing built form guidance that contribute positively to the local context and enhance the public realm
- Facilitating 20-minute neighbourhoods.

Clause 17 (Economic development)

The Amendment supports Clause 17.01 (Employment) by:

- Strengthening and diversifying the local economy.

Clause 18 (Transport)

The Amendment supports Clause 18 by:

- Locating development in areas with good public transport
- Enhancing pedestrian and cycling.

Clause 21 (the Municipal Strategic Statement)

The Amendment supports the Municipal Strategic Statement by:

- Increasing retail and commercial uses in established employment centres (21.04-2)
- Redeveloping old industrial sites for new uses (21.04-3)
- Enhancing built form character in Yarra's activity centres (21.05-2).

2.2 Other relevant planning strategies and policies

(i) Plan Melbourne

Plan Melbourne 2017-2050 sets out strategic directions to guide Melbourne's development to 2050, to ensure it becomes more sustainable, productive and liveable as its population approaches

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8 million. It is accompanied by a separate implementation plan that is regularly updated and refreshed every 5 years.

Plan Melbourne is structured around seven Outcomes, which set out the aims of the plan. The Outcomes are supported by Directions and Policies, which outline how the Outcomes will be achieved. Outcomes that are particularly relevant to the Amendment are set out in Table 2.

Table 2: Relevant parts of Plan Melbourne

Outcome	Directions	Policies
Melbourne is a productive city that attracts investment, supports innovation and creates jobs	1.1 Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment	To strengthen the competitiveness of Melbourne's employment areas. The Amendment provides appropriate policy direction for the planning and development of the employment areas to ensure that it continues to meet community needs
Melbourne is a city of inclusive, vibrant and healthy neighbourhoods	5.1 Create a city of 20-minute neighbourhoods	To cluster new housing, access to jobs, services and public transport to accommodate growth.

2.3 Planning scheme provisions

A common zone and overlay purpose are to implement the Municipal Planning Strategy and the Planning Policy Framework.

(i) Zones

The land is in the Commercial 2 Zone. The purposes of the Zone are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

(ii) Overlays

The land is subject to the Incorporated Plan Overlay. The purposes of the Overlay are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require:
 - The form and conditions of future use and development to be shown on an incorporated plan before a permit can be granted to use or develop the land.
 - A planning scheme amendment before the incorporated plan can be changed.
- To exempt an application from notice and review if it is generally in accordance with an incorporated plan.

Changes to IPO1 are one of key foci of this Amendment.

The land is affected by the Environmental Audit Overlay and the Development Contributions Plan Overlay.

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2.4 Ministerial Directions and Practice Notes

The Explanatory Report discusses how the Amendment meets the relevant requirements of Ministerial Direction 11 (Strategic Assessment of Amendments) and *Planning Practice Note 46: Strategic Assessment Guidelines*, August 2018. That discussion is not repeated here.

Council submitted the Amendment complies with the Ministerial Direction for *'The form and content of Planning Scheme'* under Section 7(5) of the Planning and environment Act 1987 and Planning Practice Note 23: *Applying the Incorporated Plan and Development Plan Overlays* (November 2018).

2.5 Discussion and conclusion

The Panel notes that other submitters did not elect to be heard at the Hearing which did not provide the opportunity to further scrutinise their concerns. A review of all submissions did not suggest development of this site should not occur. Therefore, the Panel concludes the strategic direction for this area of Abbotsford to accommodate significant infill redevelopment was not an issue it considered further.

Generally, the proposed Incorporated Plan will result in a more balanced outcome that considers issues that were not addressed in the existing version. This will result in an improved net community benefit and the Panel supports this.

For the reasons set out in the following chapters, the Panel concludes that the Amendment is supported by, and implements, the relevant sections of the Planning Policy Framework, and is consistent with the relevant Ministerial Directions and Practice Notes. The Amendment is well founded and strategically justified, and the Amendment should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

3 Building height, character and overshadowing

3.1 Building height and character

(i) The issue

The issues are whether:

- a building height of up to 32 metres is appropriate
- building height should be expressed in both metres and storeys.

(ii) Evidence and submissions

Building height and character

Submitters 2, 3, 6, 7, 8, 9 and 10 commented on the proposed building height and noted that surrounding development was limited to 4 storeys, were concerned that a height of 32 metres would be inconsistent with the character of the area and inappropriate next to a residential zone.

Council submitted that this area is undergoing significant change and the emerging character of the area can be appreciated in the following¹:

- Many of the submitters reside at 61-69 William Street, Abbotsford. Plans for a 4 storey (15.5 metre) development on that site were approved in May 2018.
- To the east of the Subject Site, across Little Nicholson Street, 20-30 Mollison Street is currently being developed to 8 storeys (29.62 metres), set back 5.3 metres from an 11.5 metre high street wall along Nicholson Street.
- To the north of the Subject Site, 12-20 Victoria Crescent is currently being developed to 9 storeys (35 metres) at its western end and 6 storeys (21.5 metres) along Victoria Crescent.

Council accepted that further controls were required to support the increased height:

Council submits that the proposed height increase is appropriate in that context, while acknowledging this increase warrants additional controls to manage effects on urban design considerations and amenity acknowledging the fact that while the site is zoned Commercial 2, it is directly opposite and area that is zoned residential.

The additional controls are outlined in Section 1.3 of this Report. The Proponent supported this submission of Council.

The Proponent sought the following further changes to the IPO1:

- refer to character in the IPO1 as 'emerging' character and referred to this use of the same term in Council's Part B submission in support of this. Council did not support this request.
- delete the reference to height in metres and storeys from Objective 1 and rely on the reference to mid-rise character as the reference to height in metres and storeys is contained in Table 1 of the IPO1. Council did not support this request.

¹ Council Part B submission, page 6, paragraph 17

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How to express building height

The Proponent lodged a submission to the Amendment (11) which supported the Amendment and the increased building height proposed. There was no request for building height to be expressed in metres only. Urban design evidence was provided by Ms Bell on behalf of the Proponent. Ms Bell submitted that references to building height in planning schemes varied “depending on the purpose and circumstances.” Ms Bell completed a comparative analysis of other examples in Yarra and noted:

- IPO2 refers to building height in metres only
- Of the 26 DDO schedules, 17 reference height in metres only, five reference both metres and storeys and four have no reference to height.

For other inner-urban municipalities, where the IPO is used the most common building height reference is in metres with no reference to storeys.

Ms Bell submitted that Planning Practice Note 23 *Applying the Incorporated Plan and Development Plan Overlays* refers to height in metres only on the example incorporated plan used. Ms Bell considered Planning Practice Note 60 *Height and setbacks controls in activity centres* was relevant where it states²:

The preferred expression of heights and setbacks is in metres and should be in reference to a defined point such as the footpath or Australian Height Datum. If height is measured in terms of storeys, this should be expressed in relation to a preferred height provision of metres as well.

Ms Bell considered a height of 32 metres would comfortably fit an 8 storey mixed use development with retail at the ground level (4 metre floor to floor height) and office (3.5 metre floor to floor height) floorspace above.

She concluded “the use of metres to reference building heights to be the most definitive approach to outlining the preferred built form character for a site.”

Council considered the request to delete the reference to height in storeys was “at the 11th hour of this Amendment and importantly without any other person or submitter having any foreknowledge of what is proposed, the Proponent has sought to vary the Amendment.” Council submitted:

- the Amendment request was always predicated on increasing height to seven storeys or an additional two storeys
- the exhibited IPO and incorporated plan refer to building heights in metres and storeys
- no adjoining owners or submitters would be aware of this request
- when referencing height in metres and storeys “adequate allowance should be made in the latter for greater floor-to-floor heights to support employment uses where the zoning supports these uses.” The Commercial 2 Zone provides for a wide range of uses including offices, some manufacturing and industries, retailing and other commercial uses and that it was “important that rather than the number of storeys being maximised, the extent of flexibility be maximised by having taller floor to ceiling heights.”

Council concluded height should be expressed in both metres and storeys because³:

- A maximum height expressed in both metres and storeys provides more certainty as to the built form that will result on the site than a reference to metres alone, and certainty is the principal rationale for replacing the IPO in this case.

² Ms Bell expert evidence statement, page 10, paragraph 20

³ Council Part B submission, page 15, paragraph 69

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- That increased level of certainty is appropriate in circumstances where 3rd party rights are to be removed upon a finding of general accord.
- The provision of the number of storeys ensures that the floor to ceiling heights in the various levels are generous to enable the accommodation of a broad range of employment activities and not just, for example, office activities.
- The height limit in this case is not only to define the line of built form, but also to give the community a fair visual impression of the height of development that is promoted and the scale or intensity of the development that will occur on the site.
- This is consistent with the Minister for Planning's conditions on authorisation for preparation of the Amendment, which included a requirement to specify the maximum street wall height in metres as well as storeys.
- The Proponent's request for the Council to prepare the Amendment sought only the ability to increase the maximum height by two storeys. There has been limited opportunity for Council or submitters to consider the potential impacts of an additional three or more storeys above those allowed under the existing IPO.

Council recommended that the reference to height in metres and storeys should have the caveat of "*whichever is the lesser*" added and clarification that basement levels are excluded.

Ms Robertson, on behalf of the Proponent, noted Ms Hodyl's evidence did not address this issue and Council clarified this was because she had not been instructed to do so.

(iii) Discussion

Building height and character

The current provisions of the Incorporated Plan and the approved planning permit provide for a mixed use development up to 5 storeys. Whether height should be lower than this is not an issue the Panel can consider. It is evident to the Panel that the existing controls will result in a significant change to the area. The Panel has reviewed the approvals in place for surrounding development and considers an additional 9 metres or 2 storeys is generally consistent with the emerging character of the area.

The Panel supports the new requirements in the Incorporated Plan that relate to setbacks, building separation, materials and façade articulation and pedestrian improvements. These assist in addressing the residential interface to the south. This land is in the Mixed Use Zone and directly opposite the site has 3 levels of residential apartments above ground floor. Most of the submitters reside in this building.

Council has referred to the 'emerging' character in its Part B submission and the Panel supports the reference to this in the IPO1. The Panel considers the retention of the height metrics in Objective 1 of the Incorporated Plan provides added clarity for the mandatory heights in the control. The Panel has agreed with the Proponent on a minor edit to Table 2 of the Incorporated Plan.

How to express building height

The Proponent lodged a submission (11) which supported the Amendment and the increased building height proposed. There was no indication in its original submission that it sought to refer to building height only in metres. This became apparent when a proponent preferred version of the Incorporated Plan was circulated in response to a Panel direction.

The expression of height in planning controls has been addressed by various planning panels and committees. A key part of this consideration is an understanding of what type of uses are likely in

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the zone. The land is in the Commercial 2 Zone which provides for a wide variety of retail, commercial, and limited manufacturing and industrial uses. The Panel does not consider this area would be appropriate for the latter uses where there is a residential interface to the south. Council supports the need for greater flexibility in the provision of floor plates for employment growth in this area. The Panel understands that the need for flexibility is reduced if considered residential uses and does not wish to unduly constrain potential commercial and retail uses from this employment precinct. On this basis, the Panel supports the reference to building height in metres and storeys to avoid the temptation of squeezing in another storey with reduced floor to floor heights.

The other factor the Panel has considered is the Proponents proposal to delete storeys from the proposed provisions. The Panel is concerned that the community has responded to a clear reference to height in storeys and metres in the Incorporated Plan and it would be arguable that further notification would have been required if the Panel were to support this request. The Panel is reluctant to do this, particularly as there was a consistent reference in Amendment documents and supporting material for two additional storeys from the Proponent.

The Panel supports the addition of “*whichever is the lesser*” in referring to building heights in metres and storeys.

Clause 73.01 defines building height as:

- The vertical distance from natural ground level to the roof or parapet at any point.

Clause 73.01 defines storey as:

- That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.

As building height is to refer to storeys in part Council has requested it be confirmed that it does not include a basement. The Panel supports this request.

(iv) Conclusions and recommendations

The Panel concludes:

- An additional 9 metres or 2 storeys in building height is generally consistent with the emerging character of the area.
- References to character be amended to ‘emerging character’ in the IPO1.
- Objective 1 in the IPO1 should retain references to height metrics.
- The new requirements in the Incorporated Document will ensure the interface with residential uses to the south can be addressed appropriately.
- Building height should be expressed in metres and storeys to provide certainty for Council, the Proponent and the community and ensure a greater level of flexibility to provide floor plates for commercial uses.
- Further clarity be provided by adding “*whichever is the lesser*” and confirm that the consideration of building height does not include basement levels.

The Panel recommends:

3. **Amend Schedule 1 to the Incorporated Plan Overlay at Clause 4.0 to refer to character as “emerging character”.**

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4. **Amend Table 1 of the 32-68 Mollison Street, Abbotsford Incorporated Plan March 2021 to add “whichever is the lesser” and confirm basements are excluded from the assessment of building height.**
5. **Amend Table 2 of the 32-68 Mollison Street, Abbotsford Incorporated Plan March 2021 with a minor edit to the requirement for the widening of Little Nicholson Street.**

3.2 Overshadowing

(i) The issue

The issue is whether the proposed changes to the IPO1 and Incorporated Plan will create unintended overshadowing impacts.

(ii) Evidence and submissions

Submitters 2, 3, 4, 6, 7, 8, 9 and 10 raised concerns the increased building height would overshadow the building they reside in at 61-69 William Street.

Ms Hodyl conducted a peer review of the development approved under Planning Permit PLN17/0697 and noted in her evidence that the introduction of overshadowing requirements to protect solar access to the south side of Mollison Street at the equinox was a significant improvement. This is expressed in the Incorporated Plan as:

New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on the 22nd of September.

This, combined with additional upper level setbacks, would in her opinion result in a proposal that would not overshadow the residential building to the south at the equinox.

(iii) Discussion and conclusion

The Panel notes that the existing provisions of the IPO1 and Incorporated Plan do not contain any provisions to address overshadowing. The submitters who are residents of the 4 storey building to the south are justified in their concern on potential overshadowing. As a matter of principle, the Panel endorses new controls to address overshadowing and increased upper level setbacks.

The use of the equinox for overshadowing provisions is generally accepted in areas where significant redevelopment is anticipated. The use of the solstice is generally used where there is an area of public open space that should be protected from shadow, which is not the case here.

The Panel supports the additional overshadowing requirements in the Incorporated Plan.

4 Traffic and car parking

4.1 The issue

The issue is whether the proposed changes will result in unintended traffic impacts on the local street network.

4.2 Submissions

Submitters 3, 7 and 9 were concerned the increase in height by two storeys would make traffic congestion worse. Submitters 6, 8 and 10 objected to the relocation of traffic from Victoria Crescent to Mollison Street and the loss of on street parking.

Submitter 4 considered a traffic safety audit was required and supported the recommendations of Ms Hodyl's peer review for a pedestrian link between William Street and the existing laneway. Submitter 4 requested a new two-way loop linking Mollison, Little Nicholson, an existing service laneway and a new service laneway within the subject site.

Council submitted these issues *"can appropriately be managed in the usual way, through the planning permit process, when there is more information about a specific development proposal."*

Council referred to the following existing policies that provide guidance on these issues:

- Clause 22.07 Development abutting laneways
- Clause 22.10 Built form and design
- Clause 22.17 Environmentally sustainable development.

The Proponent supported Council's position.

4.3 Discussion and conclusions

The Panel is considering new provisions to guide the future development of the land. It does not have the benefit of a specific development proposal on which to consider specific traffic and parking impacts.

The Panel supports the deletion of vehicle access off Victoria Crescent, the widening of the western laneway to allow for two-way vehicle movements.

There was no evidence that a traffic safety audit was required in this area. The Panel's inspection did not suggest there was a significant issue, but this did occur during the COVID-19 lockdown period. Council confirmed this was not required, which the Panel accepts.

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Appendix A Document list

No.	Date	Description	Provided by
1	16/9/2021	Adjoining approvals and submitter map	Maddocks on behalf of Council
2	16/9/2021	Proponent preferred version of Incorporated. Document and Incorporated Plan Overlay Schedule 1	Rigby Cooke on behalf of AH Meydan Pty Ltd
3	23/9/2021	Council Part A submission	Maddocks
4	23/9/2021	Leanne Hodyl expert evidence	Maddocks
5	23/9/2021	Julia Bell expert evidence	Rigby Cooke
6	1/10/2021	Council Part B submission	Maddocks
7	1/10/2021	Part B Appendix A and B	Maddocks
8	1/10/2021	Proponent submission and appendices	Rigby Cooke
9	4/10/2021	Email between Proponent and Council	Maddocks
10	4/10/2021	Letter of authorisation	Maddocks
11	4/10/2021	Hearing version of Schedule 1 to the Incorporated Plan Overlay	Maddocks
12	4/10/2021	Hearing version of the Incorporated Plan	Maddocks
13	6/10/2021	Email with response to Hearing versions of documents	Rigby Cooke
14	7/10/2021	Email with response to Hearing versions of documents	Maddocks

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Appendix B Panel preferred version of Schedule 1 to the Incorporated Plan Overlay

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Proposed
C280yara

SCHEDULE 1 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

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

32-68 MOLLISON STREET, ABBOTSFORD INCORPORATED PLAN (MARCH 2021)

1.0 Requirement before a permit is granted

Proposed
C280yara

None specified

2.0 Permits not generally in accordance with incorporated plan

Proposed
C280yara

A permit granted for the following is not required to be generally in accordance with the incorporated plan:

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

Before granting a permit the responsible authority must be satisfied that the issue of the permit will not prejudice the ability to use and develop the land generally in accordance with the Incorporated

3.0 Conditions and requirements for permits

Proposed
C280yara

The following conditions and/or requirements apply to permits (except the works mentioned in Clause 2 of this Schedule):

Permit requirements

- A new development that requires access from Little Nicholson Street must provide a laneway widening of Little Nicholson Street to allow two-way traffic to the satisfaction of the responsible authority.
- A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.
- The proposed development must incorporate the findings and recommendations of a car parking and traffic impact assessment that demonstrates:
 - the safe entry and exit of vehicles to and from the land and that these movements minimise conflict with any existing pedestrian and cycle links; and
 - the provision of car parking, appropriate circulation and layout of car parking, and therecommended bicycle parking provision rates.
- A new development must chamfer the corner of the development at the Mollison Street and Victoria Crescent intersection, with no cantilevering at upper levels;
- A new development must provide active frontages towards Mollison Street and Victoria Crescent.

Permit conditions

- A permit to construct a building or construct or carry out works must include conditions that require the widening of Little Nicholson Street to be designed and constructed to the satisfaction of the Responsible Authority.

4.0 Decision guidelines

Proposed
C280yara

The following decision guidelines apply to an application for a permit described at clause 2 of this Schedule which is not generally in accordance with the incorporated plan, in addition to those

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specified in Clause 43.03 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposed development provides façade articulation;
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of traffic generated by the development on the capacity of the surrounding road network, including the functionality of the intersection of Mollison Street and Victoria Crescent; and
- Whether the development provides opportunities for active frontages and engaging edges to the public realm through landscaping and/or architectural design features;
- The impact of the design and appearance of the building or works in relation to the surrounding built form and [emerging](#) character.

5.0 Preparation of the incorporated plan

Proposed
C280yara

An incorporated plan must include the following requirements:

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

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Appendix C *Panel preferred version of 32-68 Mollison Street Abbotsford Incorporated Plan March 2021*

Attachment 1 - Yarra C280yara Panel Report

32-68 MOLLISON STREET INCORPORATED PLAN (March 2021)

THE LAND

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

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

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

THE PLAN

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

OBJECTIVES

To ensure that development responds to a mid-rise character along Mollison Street of 5 storeys (23 metres) to 7 storeys (32 metres) behind a lower street wall of 4 storeys (18.4 metres) to 3 storeys (13.8 metres).

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

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

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

PERFORMANCE MEASURES

Building and works and subdivision

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

TABLE 1: BUILDINGS AND WORKS

BULDINGS AND WORKS	REQUIREMENT
Height	Building height in Area A must not exceed 7 storeys <u>or</u> 32 metres <u>(not including a basement), whichever is the lesser</u> . Building height in Area B must not exceed 5 storeys <u>or</u> 23 metres <u>(not including a basement), whichever is the lesser</u> .
Street wall	Street wall height should transition from 3 storeys <u>or</u> 13.8 metres at the western end of the site (Area A) to 4 <u>storeys or</u> 18.4 metres <u>storeys</u> at the eastern end of the site (Area B).
Upper level setback from street wall and northern boundary	Above the street wall and northern boundary wall, upper levels should be setback a minimum of 3 metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) to avoid repetitive stepping of individual levels.

Attachment 1 - Yarra C280yara Panel Report

Yarra Planning Scheme Amendment C280yara | Panel Report | 1 November 2021

Ground Level Setback	The building must be setback along the western boundary of the property to provide for two-way vehicle access on Little Nicholson Street.
Corner treatment	Built form at the corner of Mollison Street and Victoria Crescent intersection should be chamfered as shown on Map 1. No cantilevering should occur at the upper levels.
Upper Level building separation	Upper level development (4 th storey and above) should be separated by a minimum of 6 metres between the upper levels of Area A and Area B (as shown on Map1) to ensure proposed buildings on Area A and Area B do not appear as one building mass.
Overshadowing	New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on 22 nd of September.
Active frontages	New development should include multiple entrances and building openings along the extent of frontage to Mollison Street and Victoria Crescent. These should be sufficient in number and spacing to provide a high level of passive surveillance along Mollison Street and Victoria Crescent frontages.
Material definition (podium / lower level and upper levels)	Façade articulation and composition should achieve cohesive design including material definition between podium and upper levels that is responsive to local context and character. Podium materials should be detailed and robust with visually recessive materials used at upper levels.
Car Parking	Car parking should be concealed from the Victoria Crescent and Mollison Street frontages.
Bicycle Parking	Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses (e.g. changing facilities).
Vehicular access	Vehicular access must be limited to a maximum of one crossover from Little Nicholson Street and one crossover from Mollison Street as shown on Map 1. Vehicular access must not be provided from Victoria Crescent.
Pedestrian Access	Pedestrian access to buildings should be via Mollison Street and/or Victoria Crescent and primary access from laneways should be avoided. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting. Pedestrian entrances must be clearly visible, secure and have an identifiable sense of address.
Service cabinets	Service cabinets must be appropriately located and integrated with the design of the building utilising the laneway where possible.

TABLE 2: SUBDIVISION

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

PERMIT APPLICATION REQUIREMENTS

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

- a site analysis and urban design context report which demonstrates how the proposal achieves the Objectives and Performance Measures of this Plan.
- development proposals for buildings including detailed shadow analysis to demonstrate no overshadowing of the southern footpath along Mollison Street on September 22nd from 10am to 2pm.

Attachment 1 - Yarra C280yara Panel Report

Yarra Planning Scheme Amendment C280yara | Panel Report | 1 November 2021

- a traffic engineering report prepared by a suitably qualified traffic engineer that demonstrates how the development:
 - minimises impacts on the level of service, safety and amenity of the surrounding road network; and
 - reduces car dependence and promotes sustainable transport modes, andwhich includes an assessment of the cumulative impacts of traffic and parking within the development including an assessment of the ongoing functionality of laneway; and
responds to the access requirements above; and
- detailed engineering drawings for the widening of Little Nicholson Street in accordance with the Plan.

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

Attachment 1 - Yarra C280yara Panel Report

Map 1: The Plan



Attachment 2 - C280yara Amendment docs for adoption

Attachment 2:

Planning Scheme Amendment C280yara Documents (Post Panel)

Attachment 2 - C280yara Amendment docs for adoption

YARRA PLANNING SCHEME

Proposed C280yara

SCHEDULE 1 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

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

32-68 MOLLISON STREET, ABBOTSFORD INCORPORATED PLAN (FEBRUARY 2022)

1.0 Requirement before a permit is granted

Proposed C280yara

None specified.

2.0 Permits not generally in accordance with incorporated plan

Proposed C280yara

A permit granted for the following is not required to be generally in accordance with the incorporated plan.

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

Before granting a permit the responsible authority must be satisfied that the issue of the permit will not prejudice the ability to use and develop the land generally in accordance with the Incorporated Plan.

3.0 Conditions and requirements for permits

Proposed C280yara

The following conditions and/or requirements apply to permits (except the works mentioned in Clause 2 of this Schedule):

Permit requirements

- A new development that requires access from Little Nicholson Street must provide a laneway widening of Little Nicholson Street to allow two-way traffic to the satisfaction of the responsible authority.
- A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.
- The proposed development must incorporate the findings and recommendations of a car parking and traffic impact assessment that demonstrates:
 - the safe entry and exit of vehicles to and from the land and that these movements minimise conflict with any existing pedestrian and cycle links; and
 - the provision of car parking, appropriate circulation and layout of car parking, and the recommended bicycle parking provision rates.
- A new development must chamfer the corner of the development at the Mollison Street and Victoria Crescent intersection, with no cantilevering at upper levels;
- A new development must provide active frontages towards Mollison Street and Victoria Crescent.

Attachment 2 - C280yara Amendment docs for adoption

YARRA PLANNING SCHEME

Permit conditions

- A permit to construct a building or construct or carry out works must include conditions that require the widening of Little Nicholson Street to be designed and constructed to the satisfaction of the Responsible Authority.

4.0

~~4.4~~
Proposed C280yara

Decision guidelines

The following decision guidelines apply to an application for a permit described at clause 2 of this Schedule which is not generally in accordance with the incorporated plan, in addition to those specified in Clause 43.03 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposed development provides façade articulation;
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of traffic generated by the development on the capacity of the surrounding road network, including the functionality of the intersection of Mollison Street and Victoria Crescent; and
- Whether the development provides opportunities for active frontages and engaging edges to the public realm through landscaping and/or architectural design features;
- The impact of the design and appearance of the building or works in relation to the surrounding built form and emerging character.

5.0

~~4.4~~
Proposed C280yara

Preparation of the incorporated plan

An incorporated plan must include the following requirements:

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

Attachment 2 - C280yara Amendment docs for adoption

32-68 MOLLISON STREET INCORPORATED PLAN (FEBRUARY 2022)

THE LAND

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

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

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

THE PLAN

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

OBJECTIVES

To ensure that development responds to a mid-rise character along Mollison Street of 5 storeys (23 metres) to 7 storeys (32 metres) behind a lower street wall of 4 storeys (18.4 metres) to 3 storeys (13.8 metres).

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

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

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

PERFORMANCE MEASURES

Building and works and subdivision

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

TABLE 1: BUILDINGS AND WORKS

BUILDINGS AND WORKS	REQUIREMENT
Height	Building height in Area A must not exceed 7 storeys or 32 metres (not including a basement), whichever is the lesser. Building height in Area B must not exceed 5 storeys or 23 metres (not including a basement), whichever is the lesser.
Street wall	Street wall height should transition from 3 storeys or 13.8 metres at the western end of the site (Area A) to 4 storeys or 18.4 metres at the eastern end of the site (Area B).
Upper level setback from street wall and northern boundary	Above the street wall and northern boundary wall, upper levels should be setback a minimum of 3 metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the

Attachment 2 - C280yara Amendment docs for adoption

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

TABLE 2: SUBDIVISION

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

PERMIT APPLICATION REQUIREMENTS

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

Attachment 2 - C280yara Amendment docs for adoption

- a site analysis and urban design context report which demonstrates how the proposal achieves the Objectives and Performance Measures of this Plan.
- development proposals for buildings including detailed shadow analysis to demonstrate no overshadowing of the southern footpath along Mollison Street on September 22nd from 10am to 2pm.
- a traffic engineering report prepared by a suitably qualified traffic engineer that demonstrates how the development:
 - minimises impacts on the level of service, safety and amenity of the surrounding road network; and
 - reduces car dependence and promotes sustainable transport modes, andwhich includes an assessment of the cumulative impacts of traffic and parking within the development including an assessment of the ongoing functionality of laneway; and responds to the access requirements above; and
- detailed engineering drawings for the widening of Little Nicholson Street in accordance with the Plan.

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

Attachment 2 - C280yara Amendment docs for adoption

Map 1: The Plan



Attachment 3 - C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

Attachment 3:

Planning Scheme Amendment C280yara Documents (marked up versions) – Pre and post Panel

Attachment 3 - C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

YARRA PLANNING SCHEME

Proposed C280yara

SCHEDULE 1 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

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

32-68 MOLLISON STREET, ABBOTSFORD INCORPORATED PLAN (**FEBRUARY 2022**)

1.0 Requirement before a permit is granted

Proposed C280yara

None specified.

2.0 Permits not generally in accordance with incorporated plan

Proposed C280yara

A permit granted for the following is not required to **be generally in** accordance with the incorporated plan.

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

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

3.0 Conditions and requirements for permits

Proposed C280yara

The following conditions and/or requirements apply to permits (except the works mentioned in Clause 2 of this Schedule):

Permit requirements

- A new development that requires access from Little Nicholson Street must provide a laneway widening of Little Nicholson Street to allow two-way traffic to the satisfaction of the responsible authority.
- A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.
- The proposed development must incorporate the findings and recommendations of a car parking and traffic impact assessment that demonstrates:
 - the safe entry and exit of vehicles to and from the land and that these movements minimise conflict with any existing pedestrian and cycle links; and
 - the provision of car parking, appropriate circulation and layout of car parking, and the recommended bicycle parking provision rates.
- A new development must chamfer the corner of the development at the Mollison Street and Victoria Crescent intersection, with no cantilevering at upper levels;
- A new development must provide active frontages towards Mollison Street and Victoria Crescent.

Attachment 3 - C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

YARRA PLANNING SCHEME

Permit conditions

- A permit to construct a building or construct or carry out works must include conditions that require the widening of Little Nicholson Street to be designed and constructed to the satisfaction of the Responsible Authority.

4.0

Proposed C280yara

Decision guidelines

The following decision guidelines apply to an application for a permit described at clause 2 of this Schedule under ~~Clause 43.03~~ which is not generally in accordance with the incorporated plan, in addition to those specified in Clause 43.03 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposed development provides façade articulation;
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of traffic generated by the development on the capacity of the surrounding road network, including the functionality of the intersection of Mollison Street and Victoria Crescent; and
- Whether the development provides opportunities for active frontages and engaging edges to the public realm through landscaping and/or architectural design features;
- The impact of the design and appearance of the building or works in relation to the surrounding built form and emerging character.

5.0

Proposed C280yara

Preparation of the incorporated plan

An incorporated plan must include the following requirements:

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

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32-68 MOLLISON STREET INCORPORATED PLAN (~~FEBRUARY~~March 2024)

THE LAND

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

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

THE PLAN

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OBJECTIVES

To ensure that development responds to a mid-rise character along Mollison Street of 5 storeys (23 metres) to 7 storeys (32 metres) behind a lower street wall of 4 storeys (18.4 metres) to 3 storeys (13.8 metres).

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

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

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

PERFORMANCE MEASURES

Building and works and subdivision

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

TABLE 1: BUILDINGS AND WORKS

BULDINGS AND WORKS	REQUIREMENT
Height	Building height in Area A must not exceed 7 storeys or (32 metres) (not including a basement), whichever is the lesser Building height in Area B must not exceed 5 storeys or (23 metres) (not including a basement), whichever is the lesser
Street wall	Street wall height should transition from 3 storeys (or 13.8 metres) at the western end of the site (Area A) to 4 storeys or (18.4 metres) storeys at the eastern end of the site (Area B).
Upper level setback from street wall and northern boundary	Above the street wall and northern boundary wall, upper levels should be setback a minimum of 3 metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street. Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) to avoid repetitive stepping of individual levels.

Attachment 3 - C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

Ground Level Setback	The building must be setback along the western boundary of the property to provide for two-way vehicle access on Little Nicholson Street.
Comer treatment	Built form at [The corner of the development at the Mollison Street and Victoria Crescent intersection should be chamfered as shown on The PlanMap 1. No cantilevering should occur at the upper levels.
Upper Level building separation	Upper level development (4 th storey and above) should be separated by a minimum of 6 metres between Area A and Area B (as shown on Map 1) to ensure proposed buildings on Area A and Area B do not appear as one building mass.
Overshadowing	New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on the 22 nd of September.
Active frontages	New development should include multiple entrances and building openings along the extent of frontage to Mollison Street and Victoria Crescent. These should be sufficient in number and spacing to provide a high level of passive surveillance along Mollison Street and Victoria Crescent frontages. Active frontages should be provided to a minimum of 80% of the Mollison Street and Victoria Crescent frontage, keeping inactive facades to a minimum.
Material definition (podium / lower level and upper levels)	Façade articulation and composition should achieve cohesive design including material definition between podium and upper levels that is responsive to local context and character. Podium materials should be detailed and robust with visually recessive materials used at upper levels.
Car Parking	Car parking should be concealed from the Victoria Crescent and Mollison Street frontages.
Bicycle Parking	Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses (e.g. changing facilities).
Vehicular access	Vehicular access must be limited to a maximum of one crossover from Little Nicholson Street and one crossover from Mollison Street as shown on Map 1. Vehicular access must not be provided from Victoria Crescent.
Pedestrian Access	Pedestrian access to buildings should be via Mollison Street and/or Victoria Crescent and primary access from laneways should be avoided. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting. Pedestrian entrances must be clearly visible, secure and have an identifiable sense of address.
Service cabinets	Service cabinets must be appropriately located and integrated with the design of the building utilising the laneway where possible.

TABLE 2: SUBDIVISION

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

PERMIT APPLICATION REQUIREMENTS

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

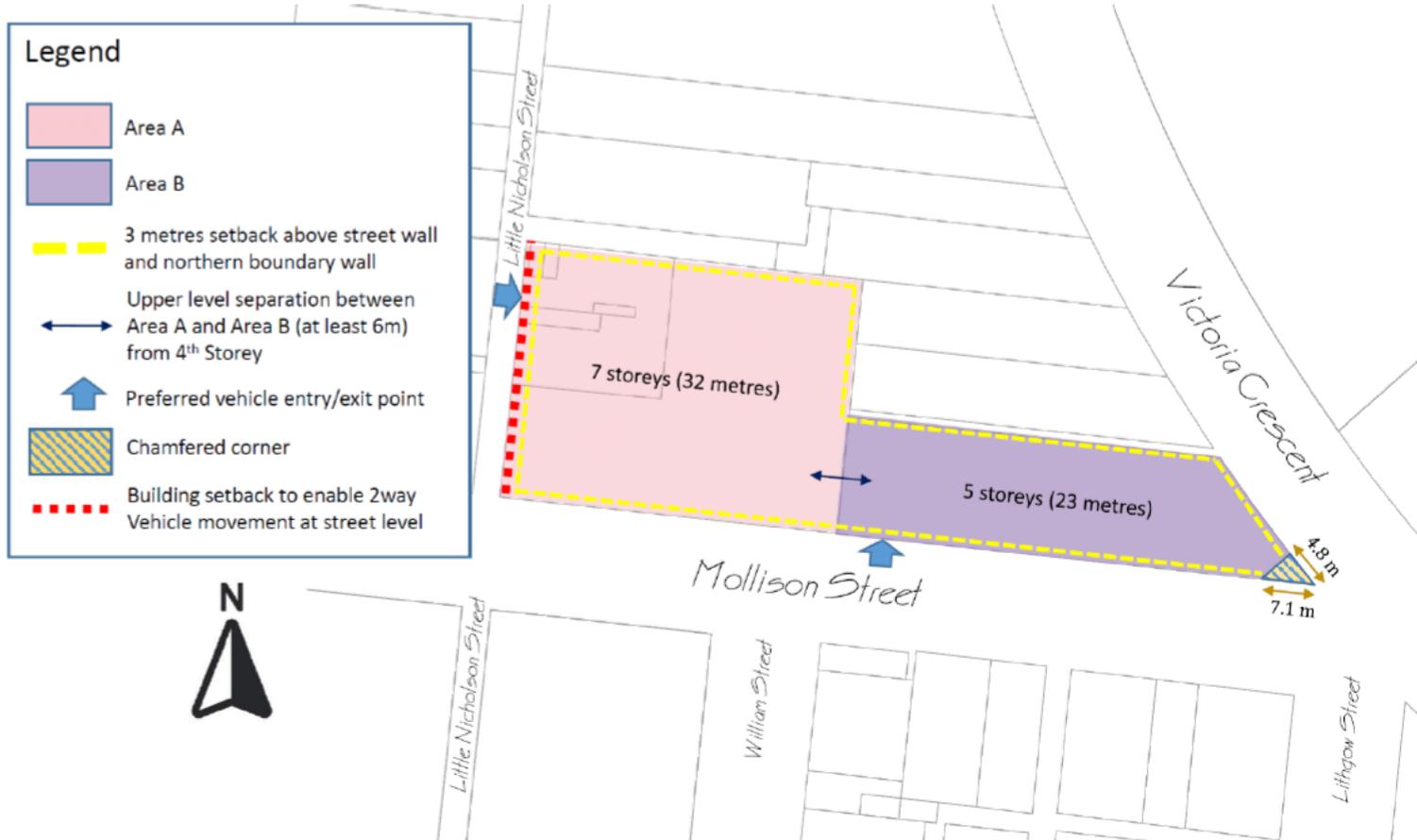
Attachment 3 - C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

- a site analysis and urban design context report which demonstrates how the proposal achieves the Objectives and Performance Measures of this Plan.
- development proposals for buildings including detailed shadow analysis to demonstrate no overshadowing of the southern footpath along Mollison Street on September 22nd from 10am to 2pm.
- a traffic engineering report prepared by a suitably qualified traffic engineer that demonstrates how the development:
 - minimises impacts on the level of service, safety and amenity of the surrounding road network; and
 - reduces car dependence and promotes sustainable transport modes, andwhich includes an assessment of the cumulative impacts of traffic and parking within the development including an assessment of the ongoing functionality of laneway; and responds to the access requirements above; and
- detailed engineering drawings for the widening of Little Nicholson Street in accordance with the Plan.

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

Attachment 3 - C280yara Panel Hearing Version with Track changes Amendment docs IPO and IP

Map 1: The Plan



8.4 2021/22 Annual Plan Quarterly Progress Report - December

Executive Summary

Purpose

To present the 2021/22 Annual Plan Quarterly Progress Report – December to Council for noting.

Key Issues

The Annual Plan 2021/22 contains 50 Actions, 47 were scheduled to have commenced in the December quarter.

The result as at 31 December, is 47 Actions have commenced and 31 (66%) of those Actions achieved a result of Completed/On Track.

The result of 66% is measured against the annual performance target of 75%.

The COVID-19 restrictions and recent Omicron strain has continued to impact Council's ability to deliver on a significant number of the Actions in the current Annual Plan. Impacts include community lockdowns, restrictions on services, reductions in staffing capacity and more recently significant disruption to commercial and industrial capacity and product shortages.

While year to date progress is behind the annual target of 75% complete or on track, Council is forecasting it will meet the target by the end of the financial year.

Financial Implications

There are no financial implications.

PROPOSAL

The Council note the report.

8.4 2021/22 Annual Plan Quarterly Progress Report - December

Reference	D22/22032
Author	Emily Woodin - Coordinator Business Planning and Performance
Authoriser	Director Corporate, Business and Finance

Purpose

1. To present the 2021/22 Annual Plan Quarterly Progress Report – December to Council for noting.

Critical analysis

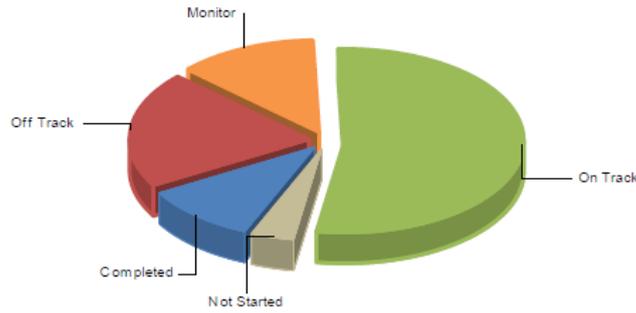
History and background

2. The Annual Plan is the organisation's annual response to Initiatives contained in the four-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.
3. The Annual Plan and Annual Plan Quarterly Progress Reports are two of Council's key accountability documents to the community.
4. The Annual Plan Quarterly Progress Report notes the year-to-date progress of the Annual Plan Actions and Milestones providing a performance rating and supporting commentary.
5. The 2021/22 Annual Plan endorsed by Council on 24 June 2021, was amended to reflect the Council Plan 2021-25 adopted on 19 October 2021. Changes to the 2021/22 Annual Plan were endorsed on 23 November 2021.
6. This year, 2021/22, represents the first year of the Council Plan 2021-25.

Discussion

7. The Annual Plan 2021/22 contains 50 Actions, 47 were scheduled to have commenced in the December quarter.
8. The result as at 31 December, is 47 Actions have commenced and 31 (66%) of those Actions achieved a result of Complete or On Track.
9. The result of 66% is measured against the annual performance target of 75%.
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 December 2021:



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
Climate and environment	8	1	4	1	0	2
Social equity and health	15	1	5	5	4	0
Local economy	4	0	4	0	0	0
Place and nature	13	0	7	0	5	1
Transport and movement	5	1	3	0	1	0
Democracy and governance	5	2	3	0	0	0
	50 (100%)	5 (10.00%)	26 (52.00%)	6 (12.00%)	10 (20.00%)	3 (6.00%)

12. COVID-19 restrictions and recent Omicron strain has continued to impact Council's ability to deliver on a significant number of the Actions in the 2021/22 Annual Plan. Impacts include community lockdowns, restrictions on services, reductions in staffing capacity and more recently significant disruption to commercial and industrial capacity and product shortages.

13. The 16 actions where progress was rated monitor (75-89%) or off-track (< 75%) are:

Monitor status:

- (a) 1.04 Transitioning Council Assets from Natural Gas;
- (b) 2.04 Safeguarding Children and Young People Action Plan (2021-2024);
- (c) 2.07 Active and Healthy Ageing Strategy and Action Plan;
- (d) 2.09 3-year old Kindergarten Reform;
- (e) 2.10 National Aged Care and Disability Reforms;
- (f) 2.14 Collingwood Senior Citizen Centre Including Willowview;

Off track:

- (g) 2.01 Gender Equity Action Plan (2021-2025);
- (h) 2.03 LGBTIQ+ Strategy (2021-2024);
- (i) 2.11 Restorative Care Project;
- (j) 2.13 Open Libraries Project;
- (k) 4.04 State Government suburban parks program;
- (l) 4.05 New open space planning and design, Cremorne;
- (m) 4.06 Brunswick Street Activity Centre Urban Design – Kerr Street outstand;
- (n) 4.09 Edinburgh Gardens Public Toilet;
- (o) 4.12 Integrated Water Management Community Awareness; and
- (p) 5.05 Road safety studies and implementation program.

14. The attached report provides more detail for each of these actions.
15. A mid-year review and forecast has been undertaken of all actions in the 2021/22 Annual Plan.
16. While year to date progress is behind the annual target of 75% Complete or On track, Council is forecasting it will meet the target by the end of the financial year.

Options

17. There are no options for consideration in the report.

Community and stakeholder engagement

18. Significant community engagement and consultation was undertaken during the development of the 2021/22 Budget, Community Vision and Council Plan 2021-25. The 2021/22 Annual Plan reflects the community priorities identified during these processes.
19. Projects contained in the 2021/22 Annual Plan are subject to external consultation and engagement on a case-by-case basis.

Policy analysis

Alignment to Community Vision and Council Plan

20. The 2021/22 Annual Plan represents Year 1 of the Council Plan 2021-25 adopted on 19 October 2021.
21. The Council Plan 2021-25 addresses Yarra 2036 Community Vision with alignment and between the Vision Themes and Priorities and the Council Plan's Strategic Objectives, Strategies and Initiatives.

Climate emergency and sustainability implications

22. The Council Plan 2021-25 includes a Strategic Objective 'Climate and environment' that addresses climate emergency and sustainability implications. The 2021/22 Annual Plan includes eight actions that respond to Initiatives under this Strategic Objective.

Community and social implications

23. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses community and social implications. The 2021/22 Annual Plan includes 15 actions that respond to Initiatives under this Strategic Objective.
24. The Council Plan 2021-25 incorporates the Municipal Health and Wellbeing Plan that guides how Council will promote health and wellbeing across the municipality.

Economic development implications

25. The Council Plan 2021-25 includes a Strategic Objective 'Local economy' that addresses economic development implications. The 2021/22 Annual Plan includes four actions that respond to Initiatives under this Strategic Objective.

Human rights and gender equality implications

26. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses human rights and gender equality implications. The 2021/22 Annual Plan includes 15 actions that respond to Initiatives under this Strategic Objective.

Operational analysis

Financial and resource impacts

27. Actions in the 2021/22 Annual Plan are resourced within the 2021/22 Budget.

Legal Implications

28. There are no legal implications.

Conclusion

29. The 2021/22 Annual Plan Quarterly Progress Report - December (Attachment 1) is presented to Council for noting.

RECOMMENDATION

1. That:
 - (a) Council note the 2021/22 Annual Plan Quarterly Progress Report – December.

Attachments

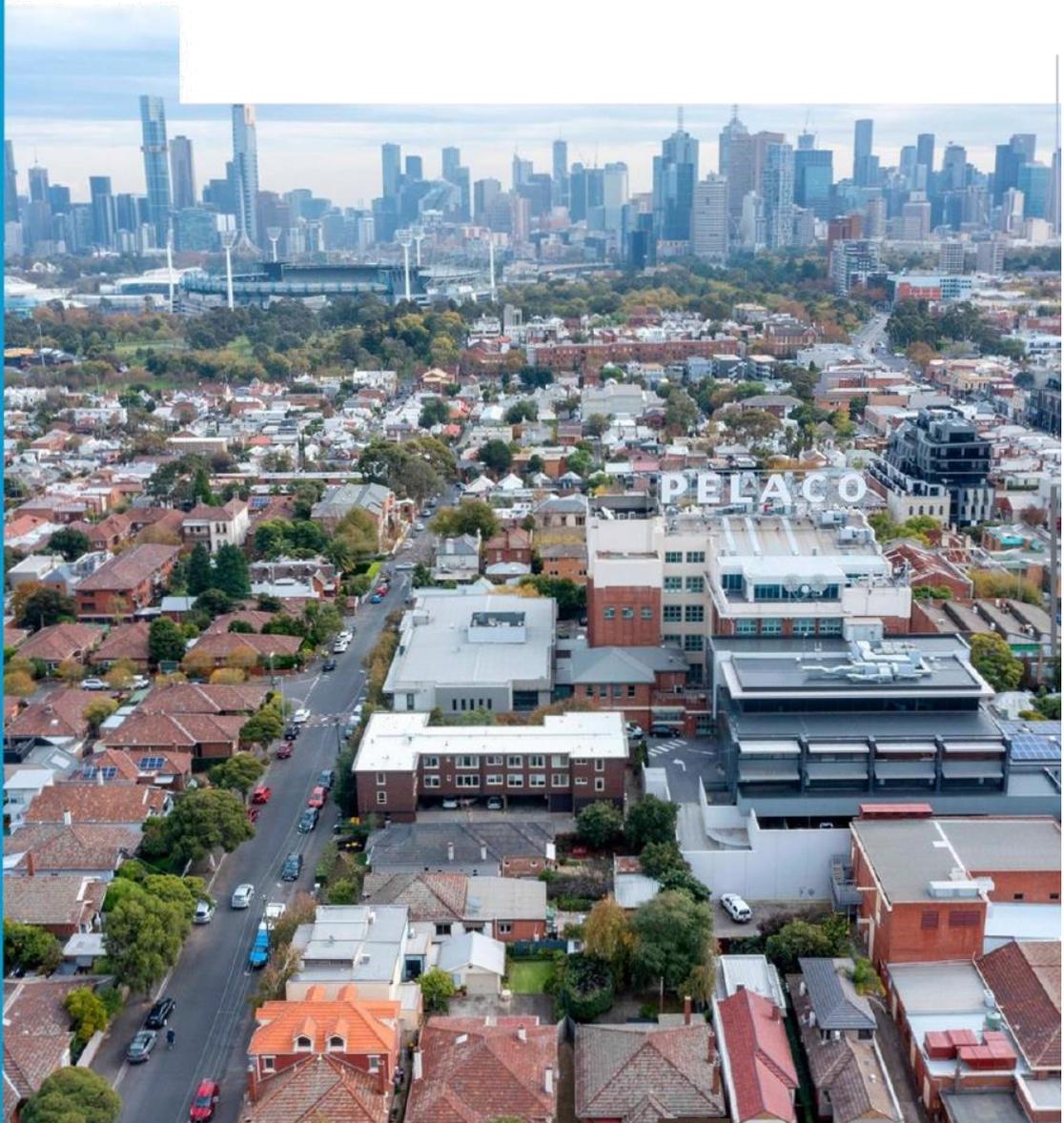
- 1 [↓](#) 2021/22 Annual Plan Progress Report - December

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YaRRA

Annual Plan 2021/22

Progress Report December 2021



Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

Introduction

Yarra City Council adopted its Council Plan 2021-25 on 19 October 2022. The Council Plan 2021-25 sets out the medium-term direction of Council and the outcomes sought by Councillors for their term. The Council Plan incorporates the Municipal Health and Wellbeing Plan. This financial year, 2021/22 is Year 1 of the Council Plan 2021-25.

Under the Local Government Act 2020 (the Act) each council is required to produce a four-year Council Plan by 31 October in the year following a general election. The Council Plan must include Strategic Objectives, Strategies, Strategic Indicators and Initiatives. The Act requires that the Council Plan must be developed in accordance with the Strategic Planning Principles. One of these principles is that the Council Plan must address the Community Vision.

The Annual Plan and Budget operationalise the Council Plan. The Annual Plan identifies several initiatives under each Strategic Objective which are significant projects that Council will undertake towards achieving the Strategic Objectives. The Annual Budget and Annual Plan includes some, but not all initiatives from the Council Plan.

The Council Plan 2021-25 has six Strategic Objectives that respond to the Community Vision, which represent the Strategic Direction of Council for their four year term, these are:

Climate and environment: Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community, business and industry are supported and encouraged to do the same.

Social equity and health: Yarra's people have equitable access and opportunities to participate in community life. They are empowered, safe and included.

Local economy: Yarra's neighbourhoods and major activity centres, nightlife and employment precincts are thriving, accessible and connected. They support and inspire diverse creative communities, cultural activities, businesses, and local employment.

Place and nature: Yarra's public places, streets and green open spaces bring our community together. They are planned to manage growth, protect our unique character and focus on people and nature.

Transport and movement: Yarra's transport network is sustainable and recognises that streets are important shared public spaces. Transport and movement is accessible, safe and well connected.

Democracy and governance: Yarra is smart, innovative and sustainable. Our decisions and advocacy are built on evidence and meaningful engagement. Good governance is at the heart of our processes and decision-making.

Progress of these projects and actions will be reported in the 2021/22 Annual Plan Quarterly Progress Reports. Further information can be found in the published version of the Council Plan 2021-25 on the City of Yarra's website (<https://www.yarracity.vic.gov.au/about-us/council-information/council-plan>).

Attachment 1 - 2021/22 Annual Plan Progress Report - December

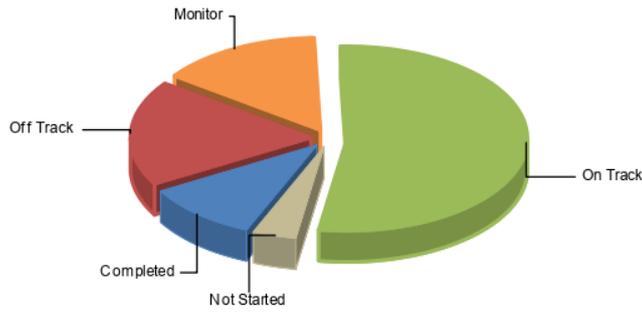
Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

Quarter Summary

Council has committed to 50 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
Climate and environment	8	1	4	1	0	2
Social equity and health	15	1	5	5	4	0
Local economy	4	0	4	0	0	0
Place and nature	13	0	7	1	4	1
Transport and movement	5	1	3	0	1	0
Democracy and governance	5	2	3	0	0	0
	50 (100%)	5 (10.00%)	26 (52.00%)	7 (14.00%)	9 (18.00%)	3 (6.00%)

Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

1 . Climate and environment

Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community, business and industry are supported and encouraged to do the same.

Strategies

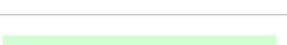
Council's work to achieve this Strategic Objective includes the following strategies:

1. Take urgent action to respond to the climate emergency and extend our impact through advocacy and partnerships
2. Lead and support the community, business and industry to take urgent climate action and transition towards net zero emissions and a circular economy
3. Enhance the resilience of our community to prepare for health-related and other impacts of climate change (MPHWP)
4. Lead, embed and promote the transition towards net zero carbon and a circular economy and extend our impact through advocacy and partnerships

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective ; Climate and environment.

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	Progress	Status
1.01 Climate Emergency Plan	01/07/21 30/06/22		
1.02 Roadmap to zero	01/07/21 30/06/22		
1.02 Zero Carbon Development Planning Scheme Amendment	01/07/21 30/06/22		
1.03 Energy Efficiency Upgrades at gyms	01/07/21 30/06/22		
1.04 Transitioning Council Assets from the use of Natural Gas	01/07/21 30/06/22		
1.05 Food Organics and Green Organics (FOGO) service	01/07/21 30/06/22		
1.07 Food waste avoidance program	01/07/21 30/06/22		
1.08 Proud to be Plastic Free Program	01/07/21 30/06/22		

Attachment 1 - 2021/22 Annual Plan Progress Report - December

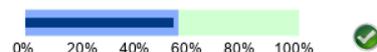
Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

1.01 Climate Emergency Plan

Council will continue to implement the actions in the adopted Climate Emergency Plan, including:

- Reduce Council's carbon emissions (before offsets) and retain carbon neutral status
- Mobilise and enable the community to take action on climate emergency
- Embed sustainability across key strategies, policies and decision making processes



Branch Sustainability

Quarterly Milestones

- | | |
|------------------------------------|--|
| September | Shortlist sites for installation of solar panels on Council buildings
Promote Community Grants for Climate Action
Rollout an enhanced community climate action campaign |
| December | Submit documentation against milestones for Global Covenant of Mayors for Climate and Energy
Provide status report on progress against the adopted Climate Emergency Plan actions
Submit documentation for Council to remain a certified carbon neutral Council |
| March | Update Council's ESD Buildings Policy to include strengthened guidance for going off gas and climate resilience
Deliver new training to key council staff around understanding climate risks and learning to adapt
Engage Yarra businesses seeking to go 100% renewable through a group Power Purchase Arrangement process
Update processes for embedding sustainability and adaptation at Council following adoption of new Council Plan |
| June | Implement the Heathy Homes project, through carrying our energy retrofits to support vulnerable and low-income households to improve energy efficiency and thermal comfort
Complete installation of solar panels on Council owned buildings
Update Council on the status of implementation of the Climate Emergency Plan actions |
| Quarterly Progress Comments | Year to date work to implement the Climate Emergency Plan includes shortlisting sites for installation of solar panels on Council buildings, promote Community Grants for Climate Action and rolling out a community climate action campaign. |

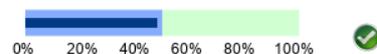
A status report on progress against the adopted Climate Emergency Plan actions was provided to Councillors in December.

Council has submitted documentation to the Global Covenant of Mayors for Climate and Energy and ICLEI – Local Governments for Sustainability. Both are global groups assessing organisations for their climate initiatives, awarding badges for significant achievements, ICLEI is a global network of more than 1,750 local and regional governments committed to sustainable urban development. Council is hopeful it will receive awards in multiple categories. Councillors have been updated on the progress of our submission.

Documentation for Council to remain a certified carbon neutral Council has been submitted to the Climate Active group and we are awaiting confirmation and endorsement.

1.02 Roadmap to zero

Council will develop a 'road map to zero' report, to inform Council of the actions needed to drive significant carbon emissions reductions towards meeting a zero net emissions target for the whole municipality of Yarra by 2030.



Branch Sustainability

Quarterly Milestones

- | | |
|------------------------------------|---|
| September | Engage with consultants to develop a Roadmap to Zero for Council |
| March | Provide Roadmap to Zero to Council |
| Quarterly Progress Comments | The project to develop a Roadmap to Zero is well underway, Ironbark Sustainability has been engaged to undertake development of the Roadmap to Zero Advisory report which we expect to be delivered in early 2022 |

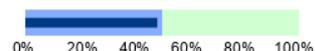
Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

1.02 Zero Carbon Development Planning Scheme Amendment

A key action in the Climate Emergency Plan, Council is allocating funding to develop and implement a zero carbon development planning scheme amendment and develop further environmentally sustainable development guidelines.



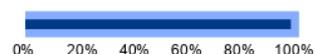
Branch Office of the Director Planning and Place Making

Quarterly Milestones

- September** Continue to work with the Council Alliance for a Sustainable Built Environment (CASBE) Councils in the preparation of a draft planning scheme amendment considerations into all new budget bids (discretionary projects and strategies)
Brief Councillors on progress
- December** Report to Council on draft planning scheme amendment progress
Develop draft guidance and case studies of local zero carbon developments
- March** Advocate to Minister for Planning for approval of planning scheme amendment
- June** Develop key documents to support planning scheme amendment including evidence base and strategic justification
Continue to advocate to the Minister for Planning
Update Councillors on progress toward a joint planning scheme amendment being approved by the Minister of Planning
- Quarterly Progress Comments** Following work with CASBE and working with the consultant, a final report and draft planning scheme controls have been completed and distributed to officers for feedback. Councillors were provided with an update on the progress of the project in December 2021.

1.03 Energy Efficiency Upgrades at gyms

Energy efficiency upgrades will be undertaken at Richmond Recreation Centre and Collingwood Leisure Centre gyms (following earlier similar works at Fitzroy Swimming Pool gym) to deliver significant energy saving costs and improve gym users' thermal comfort and experience. These works include secondary glazing of panels and frames, insulated false ceilings, smart LED lights, draft proofing and insulation.



Branch Building and Asset Management

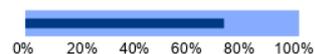
Quarterly Milestones

- December** Complete various energy efficiency and thermal envelop upgrades at Richmond Recreation Centre and Collingwood Leisure Centre gyms
- Quarterly Progress Comments** All upgrade works at both gyms have been completed. Richmond Recreation Centre gym works include thermal insulation to ceiling and walls, secondary glazing for all windows and efficient lighting upgrades.
Collingwood Leisure Centre gym works include air conditioning efficiency improvements, secondary glazing for all windows and efficient lighting upgrades.

1.04 Transitioning Council Assets from the use of Natural Gas

Commence the transition from natural gas usage in council owned and operated buildings to electricity from renewable sources as part of Council's commitment to urgent action to respond to the global climate emergency. The current project scope is limited to 20 of 30 Council owned and operated smaller sites that use gas.

The project will fully remove gas equipment from 12 of the 20 sites currently using gas, and partially remove gas equipment from the remaining 8 of those sites.



Branch Building and Asset Management

Quarterly Milestones

- September** Complete 13 of 20 sites within project scope

Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

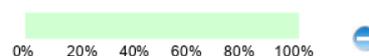
2021-22 Annual Plan Quarterly Progress Report - December

December Complete all 20 sites within project scope

Quarterly Progress 13 sites have been completed and 3 sites are in progress. Timelines have been affected by COVID-19 impacts including supply chain issues.

Comments While this action is currently off track it is forecast that end of year targets will be met with Council transitioning 18 of the original 20 assets identified with the scope of works at each site expanded from what was originally planned.

1.05 Food Organics and Green Organics (FOGO) service



Branch City Works

Quarterly Milestones

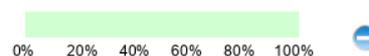
September Milestones have not been confirmed as service impacted by current Covid-19

Quarterly Progress Research on service model options has been completed and will be presented to Council in Quarter 3. This will determine milestones and timeframes for the implementation of a FOGO service moving forward.

Comments

1.07 Food waste avoidance program

In partnership with other areas of Council, as well as community groups and organisations, we will deliver a broad education and engagement program to empower the Yarra community to reduce food waste over the next twelve months, and into the future.



Branch City Works

Quarterly Milestones

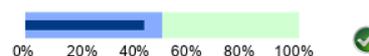
March Develop plan, website, tools and collateral to support the Yarra community to reduce food waste

June Implement the plan to support the Yarra community to reduce food waste

Quarterly Progress No milestones to report on this quarter.

Comments

1.08 Proud to be Plastic Free Program



Branch City Works

Quarterly Milestones

December Build on past actions and experience promoting waste reduction to develop a behaviour change program to reduce the use of single use plastic packaging throughout Yarra

March Commence delivery of the behaviour change program

Quarterly Progress The development of the behaviour change program is well progressed however the roll out of the Proudly Plastic Free program was delayed due to COVID-19. A project plan has been established to be delivered early in 2022. This will have a business community focused on the phasing out of single use plastics within the business operations as well as a community engagement campaign.

Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

2 . Social equity and health

Yarra's people have equitable access and opportunities to participate in community life . They are empowered, safe and included.

Strategies

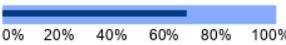
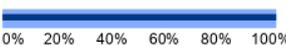
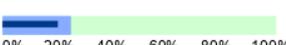
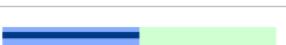
Council's work to achieve this Strategic Objective includes the following strategies:

1. Celebrate, respect and embrace Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people and heritage, and reflect this in our decision-making, services and activities
2. Build a more resilient, inclusive, safe and connected community, which promotes social, physical and mental wellbeing (MPHWP)
3. Support vulnerable communities and residents of public housing to thrive in the community
4. Work to reduce the harms associated with the use of alcohol, illicit drugs, gambling and tobacco (MPHWP)
5. Celebrate and respect culturally vibrant and socially diverse communities
6. Leverage opportunities and advocate for increased access to public, social and affordable housing stock in new and significant developments
7. Work actively to prevent and respond to gendered violence and all forms of violence by addressing known contributors to violence and promoting a gender equitable, safe and respectful community (MPHWP)

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective ; Social equity and health.

Action Progress Summary

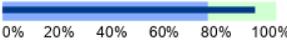
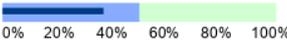
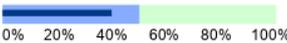
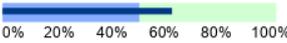
-  At least 90% of action target achieved
 -  Between 75 and 90% of action target achieved
 -  Less than 75% of action target achieved
 -  Not Started
 -  Completed
-  Target
 -  % Complete

Action	Start Date / End Date	Progress	Status
2.01 Gender Equity Action Plan (2021-2025)	01/07/21 / 30/06/22		
2.02 Population Health Planning	01/07/21 / 30/06/22		
2.03 LGBTIQ+ Strategy (2021-2024)	01/07/21 / 30/06/22		
2.04 Safeguarding Children and Young People Action Plan (2021-2024)	01/07/21 / 30/06/22		
2.05 Community Grants	01/07/21 / 30/06/22		
2.06 Yana Ngargna Plan 2020-2023	01/07/21 / 30/06/22		
2.07 Active and Healthy Ageing Strategy and Action Plan	01/07/21 / 30/06/22		
2.08 Access and Inclusion Plan	01/07/21 / 30/06/22		
2.09 3-year old Kindergarten Reform	01/07/21 / 30/06/22		
2.10 National Aged Care Reforms	01/07/21 / 30/06/22		

Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

Action	Start Date / End Date		
2.11 Restorative Care Project	01/07/21 30/06/22		✘
2.12 Establish Community Transport as a service option available to older residents under the CHSP program	01/07/21 30/06/22		✔
2.13 Open Libraries Project	01/07/21 30/06/22		✘
2.14 Collingwood Senior Citizens Centre (including Willowview)	01/07/21 30/06/22		⚠
2.15 Chas Farquhar Children's Services complex	01/07/21 30/06/22		✔

Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

2021-22 Annual Plan Quarterly Progress Report - December

2.01 Gender Equity Action Plan (2021-2025)

Underpinned by the new Gender Equality Statement of Commitment, Council will develop and implement its Gender Equality Action Plan (GEAP) and other related obligations under the Gender Equality Act 2020. This will ensure compliance with the Act, improve workplace gender equality and contribute to a safe and equal society where the Yarra community have access to equal power, resources and opportunities.



Branch *Culture, Capability and Diversity*

Quarterly Milestones

- September** Finalise implementation of current Year 2 Workplace Action Plan
Report to Council on GE Strategy review and GEAP
Continue implementation of the Gender Equality Act organisational readiness plan
Consult on new Gender Equality Action Plan 2021-2025
- December** Submit GEAP to Commission for Gender Equality
Commence implementation of GEAP Year 1 actions
- Quarterly Progress Comments** The Gender Equality Institute has been engaged to review tools and hosted Gender Impact Assessment Training for Executive, Gender in Leadership Group, Gender Equality Action Group and Organisational Culture, Capability & Diversity Team in November. A half-day forum for people leaders and policy owners is planned for February 2022.

The Commissioner has announced an extension for GEAP submission for all in scope entities. GEAPs are now due 31 March 2022. We are now working towards this revised timeline and will be on track by the end of the financial year.

2.02 Population Health Planning

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



Branch *Social Strategy and Community Development*

Quarterly Milestones

- September** Lodge exemption request with DFFH to allow the MPHWP to be incorporated in the Council Plan
- December** Finalise and adopt Council Plan incorporating the MPHWP
- Quarterly Progress Comments** Yarra's Council Plan 2021-25, with the MPHWP embedded, was adopted by Council on Tuesday 19 October 2021.

2.03 LGBTIQ+ Strategy (2021-2024)

Council will continue implementation of its first LGBTIQ+ Strategy which sets out clear priorities and actions which if implemented properly will contribute to the LGBTIQ+ community being welcomed, engaged and included equally.



Branch *Social Strategy and Community Development*

Quarterly Milestones

- December** Report to Council on Year 1 Action Plan
Seek endorsement of Year 2 Action Plan
- March** Commence implementation of Year 2 Action Plan
- Quarterly Progress Comments** The impact of COVID-19 and delays in the recruitment process has led to delays to the implementation and reporting on the Year 1 Action Plan results and the development of the Year 2 Action Plan. The year 1 report is in progress and the draft Year 2 Action Plan, both will be presented to Council in March. During this time some activities which will be included in the Year 2 Action Plan eg. Rainbow Advisory Committee, have

Attachment 1 - 2021/22 Annual Plan Progress Report - December

Council Plan 2021-25 : Year 1

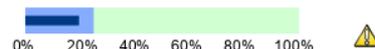
2021-22 Annual Plan Quarterly Progress Report - December

already commenced.

While this action is currently off track it is forecast that end of year targets will be met .

2.04 Safeguarding Children and Young People Action Plan (2021-2024)

Underpinned by the Child Safe Statement of Commitment, Council will develop and implement its Safeguarding Children and Young People Action Plan. This will ensure compliance with proposed amendments to the Child Wellbeing and Safety Act 2005 which will bring the Victorian Child Safe Standards into alignment with the National Child Safe Principles, improve our organisational safeguarding systems and practices, and contribute to a community where children and young people in Yarra are protected from abuse and have what they need to be safe , healthy and thrive.



Branch *Culture, Capability and Diversity*

Quarterly Milestones

- September** Conduct review of previous Child Safe Action Plan (2019 - 2021)
- December** Continue implementation of actions carried over from previous plan and organisational readiness activities in preparation for introduction of new Victorian Child Safe Standards (effective 01 July 2021)
Seek endorsement of Year 1 Action Plan (2021/22)
Commence implementation of Year 1 actions
- March** Continue to implement Year 1 actions
- June** Report to Executive on progress and outcomes
- Quarterly Progress Comments** The State Government announced new Child Safe Standards (effective 01 July 2021) which impacted the timelines for the preparatory work including a review of the previous plan and project brief for the Yarra Action Plan. The report on the review and project brief was undertaken by a Consultant but was further delayed due to illness and was received early December. Officers are currently reviewing the report recommendations. Development of new Year 1 Action Plan has commenced and a draft is scheduled to be presented to Executive for endorsement in January 2022.

Several additional actions from the previous Plan have been completed, including the Contract Audit (Procurement), Corporate Child Safe Risk Assessment, policy development and review. Several other activities are being undertaken in parallel to assess organisational readiness for the new Standards. Activities that had no corresponding Standard within the current Scheme are being reviewed including: end of year evaluations of Child Safe Programs, mapping of services and programs that promote Aboriginal cultural safety, review of eLearning module and other child safe training.

While this action is currently off track it is forecast that end of year targets will be met .

2.05 Community Grants

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, climate action, sport and recreation, youth and families.



Branch *Social Strategy and Community Development*

Quarterly Milestones

- September** Receive grant applications
- December** Grants assessed
- March** Grants awarded
- Quarterly Progress Comments** Council continued to assess and approve community grants this quarter. Annual Grants assessed and approved YTD 220, Small Project Grants assessed and approved YTD 96, Room to Create Responsive Grants assessed and approved YTD 9. Total grants YTD 325.

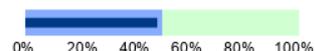
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2.06 Yana Ngargna Plan 2020-2023

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.



Branch CEO Office

Quarterly Milestones

September	Continue implementation of Yana Ngargna 2021 Year 2 Action
December	Finalise implementation of Yana Ngargna 2021 Year 2 Action Plan Develop Yana Ngargna 2022 Year 3 Action Plan
March	Present Yana Ngargna 2022 Year 3 Action Plan to Council for adoption Present Yana Ngargna 2021 Year 2 Action Plan implementation report to Council
June	Commence implementation of the Yana Ngargna 2022 Year 3 Action Plan
Quarterly Progress	The Yana Ngargna Year 2 Action Plan ended in December with 50 of the 51 actions completed, highlights included:
Comments	<ul style="list-style-type: none"> • The updating of the City of Yarra's Flags Policy to include three days of significance and mourning for Aboriginal and Torres Strait Islanders on January 26; February 15, and May 26, The Aboriginal and Torres Strait Islander flag will be flown at half-mast, our national flag will not be flown on those occasions. • The Reference Group supported Council's consultation and engagement with community, VicPol and stakeholders on a best practice model for the Smith St and Public Drinking concerns. • The Black Lives Matter Peel Street Park Mural was launched, receiving overwhelmingly positive feedback from the aboriginal and wider Yarra community.

A draft Year 3 Action Plan has been developed and is currently under review by the Acton Group. Once the review is completed the final plan will be presented to Council.

2.07 Active and Healthy Ageing Strategy and Action Plan

The Active and Healthy Ageing 2020-2022 Action Plan provides strategic actions to ensure our residents aged 50+ remain engaged, active and independent. The actions for 2021-2022 will be revised, to align with new and emerging priorities and needs as we emerge from COVID-19, with a specific focus on our most vulnerable community members (Seniors groups, including CALD; supporting people with dementia and their carers, working with the community to implement initiatives that leverages resources and engages community to address social isolation).

Council received funding from the Department of Health to deliver the Seniors Health and Wellbeing Project. The aim of this project is to build on the strengths of residents, acting locally in selected neighbourhoods.



Branch Aged and Disability Services

Quarterly Milestones

September	Review and finalise Action Plan 2021 - 2022 Re-establish Yarra Dementia Alliance and commence work on their annual actions Support senior groups to successfully return to venues and re-engage their members
December	Deliver Seniors Christmas Celebration (CHSP clients) and Seniors Week activities Commence action planning for projects identified by the community Engage residents 50+ and other stakeholders to identify and map community assets (skills, knowledge and areas of interest) as part of the Seniors Health and Wellbeing Project Establish a CALD dementia support group as part of the Yarra Dementia Alliance
March	Identify and secure resources to ensure the sustainability of our seniors' groups
June	Deliver two projects as part of the Seniors Health and Wellbeing Project
Quarterly Progress	Council reached out to all existing members of Council's seniors groups providing remote meetings to engage members during centre closures.
Comments	Seniors groups were supported to re-engage with a number commencing physical meetings in late

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December. This will continue to be monitored as the COVID-19 situation develops.

Christmas Celebration for CHSP clients took place with 926 christmas boxes individually delivered to clients living in Yarra, with the support of staff from across the organisation, a wide range of Senior's Week activities were also promoted and provided.

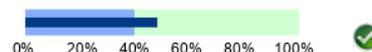
A Consultant has been engaged and induction discussion held to commenced development and delivery of the Asset Based Community Development training for Yarra staff. Training for Seniors clubs committees and members, Advisory Committee members, U3A, Commonwealth Home Support Program client list will take place as part of the Seniors Health and Wellbeing Project looking at skills, knowledge and areas of interest. Delays have occurred due to COVID-19, aim to deliver the project in next quarter.

Formation of the CALD dementia support group held over due to COVID-19 social restrictions, aim to progress in the next quarter.

While this action is currently off track it is forecast that end of year targets will be met.

2.08 Access and Inclusion Plan

The Access and Inclusion 2020-2022 Action Plan provides strategic actions to ensure people with disability remain engaged, active and empowered. Actions will be aligned with new and emerging priorities and needs as we emerge from COVID-19, with a specific focus on eliminating barriers to participation, and establishing a cross Council working group to identify and implement opportunities for people with disability to have access to Council programs.



Branch *Aged and Disability Services*

Quarterly Milestones

September Finalise Action Plan 2021/22

December Establish a cross Council working group to identify, scope and develop access projects

March Continue advocacy to improve the accessibility of public transport and housing and provide update to Council

June Initiate cross-Council projects and measure and report an assessment of increased participation
Implement accessibility assets on City of Yarra digital platforms and Victorian Government QR code

Quarterly Progress Action plan finalised- 2021-2023 (extended by a year due to impact of COVID-19).

Comments Recruitment of the cross Council working group members completed, work on the scope and development of projects will be finalised in next quarter.

2.09 3-year old Kindergarten Reform

Implement the Kindergarten Infrastructure and Service Plan to support the provision of universal kindergarten access for all children in the two years before school. Council is seeking funding to increase the provision of 3-year old kindergarten places in priority areas in Yarra.



Branch *Family, Youth and Children's Services*

Quarterly Milestones

September Prepare and submit funding applications for Atherton Gardens Kindergarten and Collingwood College

December Complete Central Enrolment Expansion project

June Progress communication of infrastructure and workforce plan to the community via a marketing campaign

Quarterly Progress The project is progressing in accordance with the project plan. State Government have provided additional funding to engage a project officer to support the undertaking.

Comments There has been several rounds of community and stakeholder consultation focused on reviewing the current process and opportunities to make recommendations for improvement.

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Drafting templates for service agreements for various provider types are in progress.

Policy review and recommendations for the Priority of Access policy are planned for next year to cater for the changes in legislation and support additional service providers to join the program which will meet their individual needs.

Consultants have completed the Central system upgrade to support the enrolment expansion project.

While this action is currently off track it is forecast that end of year targets will be met.

2.10 National Aged Care Reforms

The National Aged Care Reforms have been on-going since 2016. In May 2021, the Federal Government is scheduled to announce its policy and program position in response to the Royal Commission into Aged Care and Safety. This will enable Council to review its role in direct service delivery under the Commonwealth Home Support Program (CHSP), and its broader role in supporting older residents will into the future. The CHSP will not remain the same and externally driven change is occurring.



Branch *Aged and Disability Services*

Quarterly Milestones

September Complete revision of community engagement and deliberative outcomes, aged care market analysis, service options, vision and strategic directions

December Finalise Council's vision and position on its role in best supporting older people to live well in Yarra and Council's position by 31 December 2021
Complete analysis of the range of options available under the new Aged Care program and alternative approaches available

March Initiate implementation of new arrangements and directions

Quarterly Progress Work has continued on analysis of options - delay does continue to occur due to Federal Government undertaking an on-going program of consultation and delaying final program design. The Advisory Committee provided feedback on the vision and key principles to support decision making which were presented to Councillor Briefing in December.

Comments

While work is progressing to complete this action, end of year targets may not be met.

2.11 Restorative Care Project

The restorative care project focusses on increasing participation of younger people, eligible under the Home and Community Care Program (HACCPYP), within services and support options that are tailored to individual needs. The project will also support the capacity within the Home Care Services to work more collaboratively with residents towards person centered care and independence.



Branch *Aged and Disability Services*

Quarterly Milestones

September Review the Stage 1 report identifying opportunities for service improvement within the existing service offering and initiate changes (adjustments within existing services)

December Undertake consultations with residents / service users to test proposed changes, identify other options
Engage with services across Council and with local agency partners to explore and develop recommended service options that increase access and participation by younger people with disability

June Implement new service options with internal Branches and/or local agencies and promote availability for younger people with disability

Quarterly Progress This project has been on hold due to the demands of COVID-19 and needing to focus on the safety of service delivery as a priority. Subject to COVID-19 operational demands, it is planned to commence in April 2022.

Comments

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While work is progressing to complete this action, end of year targets may not be met.

2.12 Establish Community Transport as a service option available to older residents under the CHSP program

The community transport service provided by Council assists older people and people with a disability to lead active and independent lives and to participate in social activities in the community. The service has received new funding under the Commonwealth Home Support Program (CHSP). This initiative will support the integration of CHSP transport within the overall service and includes working with advisory groups, service users and other stakeholders to achieve change.



Branch *Aged and Disability Services*

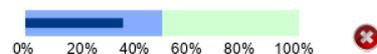
Quarterly Milestones

- September** Undertake consultations with service user's and Active Ageing Advisory and Disability Advisory Committees outlining the changes and seek feedback, including on service eligibility and fees
Present findings and recommendations to Council on final service proposal and implementation
- December** Support residents' transition from existing arrangements to CHSP (where required)
- March** Increase promotion of CHSP and general community transport service to support older residents and people with disability in accessing local community facilities and events
- Quarterly Progress Comments** All clients from Willowview, Art and Craft and Exercise groups have transitioned to CHSP community transport. Consultations and promotion of the service on offer has also taken place with other community groups.

The My Aged Care portal and Yarra website have both been updated with relevant promotional information on the CHSP community transport service.

2.13 Open Libraries Project

Council's Richmond and Bargoonga Nganjin North Fitzroy Libraries will take part in a project to increase access by extending their opening hours. The Libraries will be open 7am to 10pm seven days a week, normal operating hours will continue, the extra hours will be un-serviced providing greater accessibility to the public while at the same time seeking not to increase operating costs.



Branch *Library Services*

Quarterly Milestones

- December** Commence and promote the extended opening hours
Review patronage and patron feedback
- March** Monitor satisfaction of Library users with the extended opening hours
- June** Review the first year with satisfaction survey (update will be included in our annual report)
- Quarterly Progress Comments** The Open Libraries project has commenced at Richmond Library, registered users are able to access the Library outside of normal business hours. Details, conditions and registrations are available on Council's Library website.

Currently 10 community members have an Open Library membership, their feedback will be sought and reviewed once they have a chance to use the service.

While this action is currently off track it is forecast that end of year targets will be met.

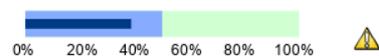
2.14 Collingwood Senior Citizens Centre (including Willowview)

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

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Branch *Aged and Disability Services*

Quarterly Milestones

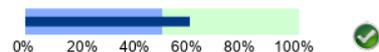
- September** Undertake a stakeholder consultation process for the re-naming of the centre
- December** Complete facility improvements including: an upgrade of the audio-visual equipment, installation of sound baffling in the centre's hall to improve the acoustics for users and replace fluorescent lighting in the hall to improve the amenity of the facility
- June** Ensure key stakeholders are engaged in the Collingwood Town Hall precinct planning community engagement process
Complete a new initiative bid for the 2022-2023 budget for a future concept design project for the centre in line with precinct planning recommend
- Quarterly Progress Comments** The works to upgrade the Centre have been delayed due to priority use for COVID-19 emergency food relief services. Works currently being assessed with Building Services to align with structural changes to building to address accessibility improvements to the entrance on south side.

The centre's immediate priority is providing emergency food relief services to those in need, this demand is expected to continue to at least March. Delaying the closing of the centre for renovations, allows the kitchen to remain open to continue food services support.

While work is progressing to complete this action, end of year targets may not be met.

2.15 Chas Farquhar Children's Services complex

Construction of a Community Hub will commence in May 2021, with the redevelopment of the site to extend and improve the facilities for children's preschool and other children's services.



Branch *Building and Asset Management*

Quarterly Milestones

- September** Commence construction
- June** Complete project
- Quarterly Progress Comments** The construction program has been delayed somewhat from that originally anticipated due to unforeseen latent conditions on-site requiring modifications to the building footings, and associated additional contaminated soil management, however construction is still anticipated to be completed by the end of June.

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3 . Local economy

Yarra's neighbourhoods and major activity centres, nightlife and employment precincts are thriving, accessible and connected. They support and inspire diverse creative communities, cultural activities, businesses, and local employment.

Strategies

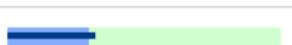
Council's work to achieve this Strategic Objective includes the following strategies:

1. Support Yarra's employment precincts and drive economic development opportunities
2. Revitalise local retail, arts and culture and night-time economy to enhance Yarra as an economic destination and extend our reach through partnerships and advocacy
3. Support and encourage innovative and entrepreneurial activities across Yarra's employment precincts
4. Facilitate local partnerships which create and promote a range of learning, employment and other pathway opportunities for businesses, workers, and residents
5. Manage access, safety and amenity to enhance people's experience when visiting Yarra (MPHWP)

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective ; Local economy.

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	Progress	Status
3.01 Precinct/Business Grants to facilitate local activation	01/07/21 30/06/22		
3.02 Outdoor Activation	01/07/21 30/06/22		
3.03 Yarra's Business Application Support program	01/07/21 30/06/22		
3.04 Revitalisation of North Richmond State Government Project	01/07/21 30/06/22		

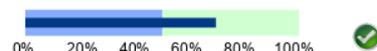
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3.01 Precinct/Business Grants to facilitate local activation

Building on the success of the COVID-19 precinct activation grant program, Council will investigate the potential of establishing a Precinct Activation Grant program that supports local retail businesses undertake collaborative activation initiatives.



Branch *City Strategy*

Quarterly Milestones

September Assess the COVID-19 precinct activation grant program including consultation with community and Business Advisory Group

December Undertake feasibility assessment, draft guidelines and governance structure produced

March Submit Budget bid, guidelines completed, communication plan drafted

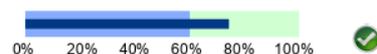
June Adoption of proposal, EOI process to commence July

Quarterly Progress The feasibility assessment, draft guidelines and governance structure have been completed.

Comments

3.02 Outdoor Activation

In response to COVID-19, Yarra implemented an outdoor dining program to support hospitality businesses to trade safely outdoors. In October 2021 the Victorian Government granted Yarra with \$1.5 million to support outdoor activation across all industry and business types.



Branch *City Strategy*

Quarterly Milestones

September Commence identification and planning of outdoor activation projects

December Present permanent Parklet Policy to Council

Open parklet program

Commence first phase of outdoor activation projects

March Commence second phase of outdoor activation

June Complete all outdoor activation activities and acquit funds

Quarterly Progress The Parklet Policy and Guidelines were adopted by Council in October 2021.

Comments The first phase of the Outdoor Activation program commenced with the 'Rediscover Yarra' campaign, supported by a series of Night Time Economy videos promoting and marketing Yarra. Half of the program has already occurred with 2 of 4 campaigns under way.

The second phase, the Open Parklet program has commenced with funding approved for the hire of parklet infrastructure.

3.03 Yarra's Business Application Support program

The Yarra Business Application Support (YBAS) program is in its second year and continues to offer new businesses a 'concierge style' process where they deal with one point of contact for all of their permit requirements.



Branch *City Strategy*

Quarterly Milestones

December Complete review of year including trend analysis

June Complete midyear trend analysis (ongoing)

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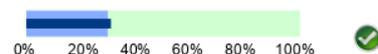
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Quarterly Progress Comments Review of Yarra's Business Application Support program including trend analysis and key metrics was completed and a detailed memo provided to executive and Councillors.

3.04 Revitalisation of North Richmond State Government Project

State government funding has enabled a dedicated Council Economic Development officer to work directly with Department of Families, Fairness and Housing and the North Richmond community to develop and commence delivery of a North Richmond Precinct Action Plan (NRPAP).



Branch *City Strategy*

Quarterly Milestones

September Complete action planning workshops with reference groups and translated into draft North Richmond Precinct Action Plan (NRPAP)

December Launch of NRPAP and year one projects selected

March Year two projects in planning stage
Commence or implement Year 1 projects

June Year 2 plans finalised
Complete and launch Year 1 projects (funded FY21/22)

Quarterly Progress Comments Action planning workshops with reference groups successfully concluded after multiple engagements.

Comments The following year 1 projects have been identified: a community space on Victoria Street, a roof top garden on the estate carpark, and some works to the open space on the estate.

While work is progressing to complete this action, end of year targets may not be met.

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4 . Place and nature

Yarra's public places, streets and green open spaces bring our community together. They are planned to manage growth, protect our unique character and focus on people and nature.

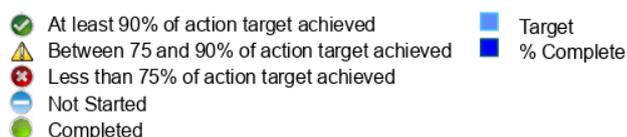
Strategies

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

1. Create safe, accessible active spaces that provide diverse physical activity opportunities for the whole community (MPHWP)
2. Plan and manage community infrastructure that responds to growth and changing needs
3. Protect and enhance the biodiversity values, connectivity and resilience of Yarra's natural environment
4. Protect, promote and maintain our unique heritage and ensure development is sustainable
5. Encourage people to connect with Yarra's natural and cultural heritage and prioritise the voices of traditional owners

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective ; Place and nature.

Action Progress Summary

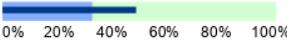
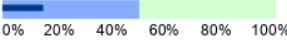
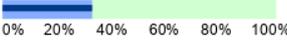


Action	Start Date / End Date	Progress	Status
4.01 Progress the Yarra Planning Scheme rewrite	01/07/21 / 30/06/22	100% (Target 100%)	✔
4.02 Progress the translation of interim controls into permanent controls for Activity Centres	01/07/21 / 30/06/22	100% (Target 100%)	✔
4.03 Planning Scheme Amendment to the Open Space Contribution	01/07/21 / 30/06/22	100% (Target 100%)	✔
4.04 State Government suburban parks program	01/07/21 / 30/06/22	~40% (Target 100%)	✘
4.05 New open space planning and design, Cremorne	01/07/21 / 30/06/22	~10% (Target 100%)	✘
4.06 Brunswick Street Activity Centre Urban Design - Kerr Street outstand	01/06/21 / 30/06/22	~20% (Target 100%)	✘
4.07 Ryan's Reserve Pavilion redevelopment	01/07/21 / 30/06/22	100% (Target 100%)	✔
4.08 Brunswick Street Oval Precinct Redevelopment	01/07/21 / 30/06/22	0% (Target 100%)	—
4.09 Edinburgh Gardens Public Toilet	01/07/21 / 30/06/22	~80% (Target 100%)	⚠
4.10 Urban Agriculture Strategy	01/07/21 / 30/06/22	100% (Target 100%)	✔

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Action	Start Date / End Date		
4.11 Delivery of Nature Strategy	01/07/21 30/06/22	 0% 20% 40% 60% 80% 100%	
4.12 Integrated Water Management Community Awareness	01/07/21 30/06/22	 0% 20% 40% 60% 80% 100%	
4.13 Drainage and Stormwater Management Guidelines	01/07/21 30/06/22	 0% 20% 40% 60% 80% 100%	

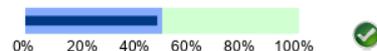
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4.01 Progress the Yarra Planning Scheme rewrite

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.



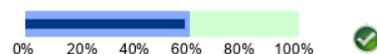
Branch City Strategy

Quarterly Milestones

- September** Present report to Council summarising and responding to submissions received during the exhibition period
- December** Brief Council on the progress of the independent Panel hearing
- March** Brief Council on the release of the independent Panel report and its findings
- June** Present report to Council seeking adoption of amendment and seeking Ministerial approval
- Quarterly Progress** The Panel hearings commenced early October and ended in November. Councillors were provided an update on the progress of the hearings.
- Comments**

4.02 Progress the translation of interim controls into permanent controls for Activity Centres

Council will prepare proposed amendments to support the introduction of Design and Development Overlays in the Yarra Planning Scheme for the following activity centres: Victoria Street, Bridge Road, Fitzroy/Collingwood Stages 1 and 2, and Collingwood South.



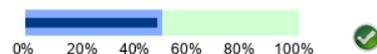
Branch City Strategy

Quarterly Milestones

- September** Brief Councillors on processes regarding the requested Standing Advisory Committee approach for permanent planning scheme provision for Victoria Street, Bridge Road, Fitzroy/Collingwood Stages 1 and 2 and Collingwood South
Continue to advocate to the Minister for Planning for approval of Council's request for interim planning scheme provisions for Heidelberg Road
- December** Present a report to Council reviewing the processes and progression of these initial referrals to the Standing Advisory Committee
- March** Brief Council on the release of the Standing Advisory Committee report and its findings for Victoria Street, Bridge Road, and Collingwood South
- June** Brief Council on the progress of the proposed amendment for Fitzroy/Collingwood Stages 1 and 2
- Quarterly Progress** Two reports were presented to Council in December 2021 recommending that Amendment C291yara (Bridge Road and Victoria St) and C293yara (Collingwood South) be referred to a Standing Advisory Committee.
- Comments** Council has resolved to progress the two draft amendments through this process.

4.03 Planning Scheme Amendment to the Open Space Contribution

Council will pursue an amendment to the Yarra Planning Scheme to increase the open space contribution provided to Council when a new development is subdivided. An increased provision will assist Council to pursue new open space provision in the municipality. Council has sought 'authorisation' from the Minister for Planning to exhibit this Amendment as part of the planning amendment processes.



Branch City Strategy

Quarterly Milestones

- September** Exhibit planning scheme amendment if 'authorised' to do so by the Minister for Planning
- December** Update Councillors on submissions received to the exhibition stage
- March** Provide a report to Council with analysis of submissions and officer recommendations
- June** Prepare for independent Panel hearing regarding amendment and submissions received

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Quarterly Progress Comments The Amendment was placed on public exhibition from 7 September to 5 October 2021. There were 70 submissions of which 27 were in favour, 41 were opposed and 2 were unknown. This was reported to Council in October 2021.

The Amendment, in accordance with Council's resolution of 19 October 2021 was referred to a Panel. The Panel hearing commenced early December 2021 before adjourning for the Christmas break. The hearing will reconvene early February 2022. The Panel's report is expected in March/April 2022.

4.04 State Government suburban parks program

Council will continue the planning and design of two new open spaces (Cambridge Street extension and Otter Street Park) in Collingwood. This project is part of the State Government's Suburban Parks Program.



Branch City Strategy

Quarterly Milestones

September Commence detailed design development
Prepare for the commencement of Road Discontinuance Process
Inform community of Final Concept Design

December Complete Contract Documentation and Specification for Tender and Construction

March Commence construction

June Substantially complete construction for both open spaces

Quarterly Progress Comments Cambridge Street Final Concept Layout was delayed due to inaccurate tree data and additional time spent addressing car parking concerns, this delayed the next detailed design stage. Changes in both internal and external project managers have also impacted the work program. Contract documentation and tender specification for Cambridge Street is scheduled to commence in mid-January 2022.

Otter Street works have been delayed to allow for the exploration of an expanded park boundary option to increase the extent of 'green' space, in response to feedback received. Delays were also encountered while the need to suitably negotiate or relocate underground services was assessed. Contract documentation and tender specification for Otter Street will commence upon completion of Detailed Design development.

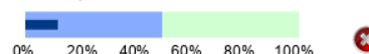
Legal advice is still being sought on the road discontinuance process.

While work is progressing to complete this action, end of year targets may not be met.

4.05 New open space planning and design, Cremorne

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

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



Branch City Strategy

Quarterly Milestones

September Undertake tender process for construction of both public spaces

December Commence construction for Gwynne Street, pending contractor availability

March Progress construction for both public spaces

June Substantially complete construction for both open spaces

Quarterly Progress Comments Council received a high level of community feedback which has taken additional time to process and incorporate into the final design documentation package. This has delayed the Tender preparation process which is now scheduled to be advertised in February.

While this action is currently off track it is forecast that end of year targets will be met.

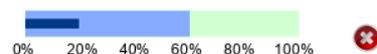
4.06 Brunswick Street Activity Centre Urban Design - Kerr Street outstand

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Council will undertake detailed design and implement works to upgrade an existing kerb outstand on the south east corner of Kerr Street and Brunswick Street, as part of the endorsed Brunswick Street Streetscape Masterplan. The project will increase public space and improve the public realm with places to sit and new trees and greenery.



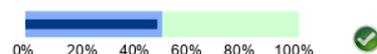
Branch *City Strategy*

Quarterly Milestones

September Finalise detail design and commence contract documentation and specification for tender and construction
December Commence construction works
March Complete construction
Quarterly Progress Comments Traders have expressed concerns around construction taking place over late spring /summer at the same time COVID-19 restrictions were eased allowing stores to open and recommence trading. In response to these concerns construction has been postponed until March.

4.07 Ryan's Reserve Pavilion redevelopment

Redevelopment of the Ryan's Reserve netball and tennis centre pavilion including public toilet facilities.



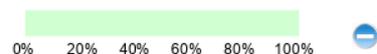
Branch *Building and Asset Management*

Quarterly Milestones

September Complete detailed design
December Commence offsite modular fabrication work
March Commence site works
June Complete project
Quarterly Progress Comments The existing pavilion has been demolished and new footings installed. The offsite fabrication works have been completed, installation is scheduled to commence in January. This project is on track for completion before the end of the 2021/22 financial year.

4.08 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. Advocacy by the Edinburgh Gardens Sporting Community (EGSC) has resulted in \$6.5 million announced 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

September Milestones to be confirmed
Quarterly Progress Comments A revised design has been completed and is supported by the Edinburgh Gardens Sports Community . A staged approach to project delivery has also been developed based upon the announced State funding of \$6.5 million being applied to stage 1 (sports pavilion) and further State funding of \$6.315 million being sought for Stage 2 (tennis/community pavilion, tennis courts upgrade and heritage grandstand works). The intention is to seek planning and heritage approvals for the project in 2022, subject to Council approval of the revised design and staging approach and provision of a State funding agreement for Stage 1.

4.09 Edinburgh Gardens Public Toilet

New public toilets will be constructed in Edinburgh Gardens.



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Branch *Building and Asset Management*

Quarterly Milestones

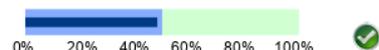
September Finalise design and engage contractor

December Complete project

Quarterly Progress Comments Design finalised, contractor engaged, and toilet modules fabrication in progress. The project has been delayed as a result of COVID-19 impacts, with completion anticipated before the end of the 2021/22 financial year.

4.10 Urban Agriculture Strategy

Deliver actions outlined in the Urban Agriculture Action Strategy



Branch *City Works*

Quarterly Milestones

September Finalise Yarra's Urban Agriculture Guidelines and implement the streamlined pathways for applying for Urban Agriculture projects through the Community Growing Spaces Program during 2021/22

December Implement a female Narrap Ranger Traineeship in a partnership with Council, Collingwood Children's Farm and the Wurundjeri Woi Wurrung Corporation to work on urban agriculture projects during 2021/22

March Deliver three My Smart Garden Workshops that informs a holistic approach to 'smarter' and more sustainable home gardening across five elements, including food, shelter, waste, water, and habitat

June Deliver a further three My Smart Garden Workshops that informs a holistic approach to 'smarter' and more sustainable home gardening across five elements, including food, shelter, waste, water, and habitat

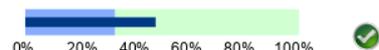
Quarterly Progress Comments The draft Urban Agriculture Strategy and Action Plan are currently on Council's website for the community to provide further comment after the initial community consultation process.

Council is currently reviewing and merging community facing 'Let's grow together' guides (How to apply for a pop-up laneway and How to apply for a Community Growing Space) to reflect guideline outcomes and corporate design standards.

A successful applicant commenced in the traineeship role of female Narrap Ranger. Work on urban agriculture projects is continuing.

4.11 Delivery of Nature Strategy

Deliver Year 1 actions outlined in the Nature Strategy Action Plan.



Branch *City Works*

Quarterly Milestones

September Establish a working group of bushland management experts to increase integrity and innovation in biodiversity management within Council's on-ground management programs

December Establish a 'local legends' community working group with a network focus to Conserve locally rare or threatened flora and fauna

March Establish a 'nature in the neighbourhood' reference group to plan initiatives that focus on increasing nature in the private and streetscape realm at the neighbourhood scale

June Establish working partnerships with academic institutions and actively collaborate with an educational institution on one new biodiversity monitoring project within Yarra

Develop a Gardens for Wildlife Program in Yarra

Increase flora and fauna diversity by initiating re-introductions, particularly for flora in key locations. Aim for a 5% increase in indigenous flora diversity within bushland reserves at appropriate locations

Consolidate and grow areas of high quality and diverse habitat by increasing indigenous vegetation understorey extent (at >25% cover) within Open Space by 0.5 ha

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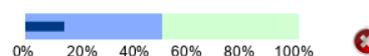
Quarterly Progress Comments Yarra joined the Victorian Branch of the Australian Association of Bush Regenerators (AABR). The participation will assist to achieve best practice in innovative biodiversity management as it relates to Yarra's bushland management program.

Development of the terms of reference for a 'nature in the neighbourhood' reference group and 'local legends' community working group have commenced with a network focus to conserve locally rare or threatened flora and fauna. Liaison underway with Victorian Indigenous Nurseries Co-op, Felix Botanica, Friends of Labyrinth.

Council has engaged with Victorian G4W to deliver a Gardens for wildlife program and is currently investigating additional resources to deliver Yarra's G4W program through savings in Urban Agriculture Facilitators budget.

4.12 Integrated Water Management Community Awareness

Undertake two community awareness campaigns; one to enhance the community's understanding of the value and function of Water Sensitive Urban Design (WSUD) and another focussing on the community's impact on the water cycle.



Branch Infrastructure Traffic and Civil Engineering

Quarterly Milestones

December Complete WSUD community awareness campaign
June Complete Water Cycle community awareness campaign

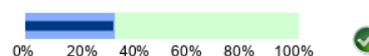
Quarterly Progress Comments We have re-scoped this project to include a significant amount of background and strategic planning work, ensuring we maximise our community value for the projects we deliver and better define the messaging and engagement channels to achieve the highest possible return on investment. This has resulted in the community awareness campaigns being transferred to the second half of 2021/22. Based on the background work completed for the community engagement portfolio we are committing to the following priority actions – both actions raising awareness about WSUD, Integrate Water Management (IWM) and the urban water cycle:

- The Ramsden Oval IWM Project community engagement project which will include a sign and webpage highlighting the value of the project. This action is due to be completed by March 2022.
- An engaging short video that demonstrates the connection of drain to waterway to bay.

While this action is currently off track it is forecast that end of year targets will be met.

4.13 Drainage and Stormwater Management Guidelines

Developing a range of technical guidelines detailing the best practice for stormwater management and discharge for new developments. These guidelines will aim to minimise the impact of infill development on the capacity of Yarra's drainage network and promote sustainable practices. This project will also deliver an updated Water Sensitive Urban Design (WSUD) policy to manage Yarra's WSUD existing assets and guide the effective introduction of future elements.



Branch Infrastructure Traffic and Civil Engineering

Quarterly Milestones

December Undertake a comprehensive benchmarking and gap analysis to define the project's scope
March Finalise the draft guidelines for stakeholder consultation
June Release the final version of guidelines and publish on Council's website

Quarterly Progress Comments A gap analysis and benchmarking report was completed, outlining the key opportunities for development and improvement with input from internal stakeholders (Statutory Planning, Strategic Planning, Open Space etc) and engagement/benchmarking with other Council's known for their excellence in the stormwater management space.

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Council Plan 2021-25 : Year 1

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5 . Transport and movement

Yarra's transport network is sustainable and recognises that streets are important shared public spaces . Transport and movement is accessible, safe and well connected.

Strategies

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

1. Lead, promote and facilitate the transition to active transport modes for people living and working in Yarra , as well as people moving through Yarra (MPHWP)
2. Advance the transition towards zero-carbon transport by 2030 throughout the municipality
3. Foster strategic partnerships and advocate to improve sustainable and active transport options, integration and accessibility
4. Create a safe, well-connected and accessible local transport network including pedestrian and bike routes through Yarra (MPHWP)

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective ; Transport and movement.

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	Progress	Status
5.01 Public Transport Advocacy	01/07/21 / 30/06/22		
5.02 Transport Action Plan	01/07/21 / 30/06/22		
5.03 Improve Bicycle Networks	01/07/21 / 30/06/22		
5.04 Gipps Street Intersection Safety Improvements	01/07/21 / 30/06/22		
5.05 Road safety studies and implementation program	01/07/21 / 30/06/22		

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5.01 Public Transport Advocacy

Advocate to the State Government for improved accessibility to public transport services to meet the needs of all ages and abilities and to cope with significant population growth in Yarra.



Branch Strategic Transport

Quarterly Milestones

September Continue to work with Development Victoria for DDA tram stop abutting 433 Smith Street as part of the site redevelopment

Continue to advocate to Department of Transport for accessible tram stops in Bridge Road (eastern end), Swan Street and the Queens Parade bus-tram interchange

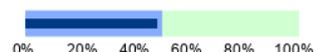
December Continue to seek Department of Transport support for improved tram facilities in Brunswick Street

Quarterly Progress Comments Officers have continued to advocate with Department of Transport for DDA compliant tram stops in key locations across the city including tram stops in Bridge Road, Swan Street and the Queens Parade bus-tram interchange.

A meeting occurred in November to discuss tram facilities in Brunswick Street however there has been no budget allocation for this project by the State Government to enable the project to be progressed.

5.02 Transport Action Plan

Improved public transport and active transport are important for an increased population in Yarra and the eastern suburbs. A Transport Action Plan will be formulated that outlines how these aspects can be improved and the key projects that need to be advocated for and delivered.



Branch Strategic Transport

Quarterly Milestones

September Hold Briefings with Councillors regarding a draft Transport Action Plan

December Present report to Council recommending a Transport Action Plan

March Commence actions from adopted Transport Action Plan

June Continue actions prepared and readied for implementation via agreed processes by Council resolutions

Quarterly Progress Comments A program has been issued to councillors detailing the way forward to establish a Transport Action Plan. Establishing the right approach is the key to a successful plan and has been the focus of work with councillors. Development of the draft Transport Action Plan has progressed during this program.

5.03 Improve Bicycle Networks

Funding for Bicycle Infrastructure projects including bicycle lanes, signage, racks and corrals and signal changes.



Branch Strategic Transport

Quarterly Milestones

September Progress bike parking installations and report statistics to Councillors

December Explore opportunities for improved and safer bicycle lanes on key cycling routes with Department of Transport

Develop officer report seeking a Council determination on the Elizabeth Street separated bike lane trial

March Provide report to Councillors regarding progression of the opportunities with Department of Transport

June Provide report to Councillors on cycling improvements achieved since July 2021

Quarterly Progress Comments Designs to deliver bike corrals at Wellington and Peel Streets intersection and the Easey and Smith Streets intersection in Collingwood were completed and installations commenced.

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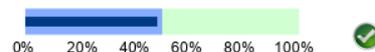
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A report on the Elizabeth Street separated bike lane trial was presented to Council in December 2021.

Meetings have taken place with Department of Transport staff to explore opportunities for improved and safer bicycle lanes on key cycling routes within Yarra.

5.04 Gipps Street Intersection Safety Improvements

Deliver improvement of traffic signals and construction of small sections of protected bike lanes at the Hoddle Street and Wellington Street intersections to significantly improve cyclists' safety and comfort



Branch Strategic Transport

Quarterly Milestones

September Finalise design aspects

March Install bike lane improvements and provide advice to Councillors

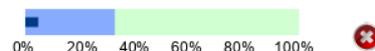
Quarterly Progress Designs have been finalised and the Department of Transport's signals reprogramming undertaken. The project is expected to be completed by end of March.

Comments

5.05 Road safety studies and implementation program

Road safety/place making treatments and road safety studies will be delivered in the following precincts to improve safety and amenity.

- Carlton North (LAPM 2 design)
- Scotchmer (LAPM 3 implementation)
- Abbotsford (LAPM 13 implementation)
- Princes Hill (LAPM 1 implementation)
- Rose (LAPM 9 implementation)
- Richmond (study)
- Bendigo (LAPM 19 implementation)
- East Clifton Hill/North Abbotsford (Study)



Branch Infrastructure Traffic and Civil Engineering

Quarterly Milestones

September Commence East Clifton Hill/North Abbotsford study

December Commence Scotchmer (LAPM 3) physical works

Complete East Clifton Hill/North Abbotsford study

Commence Abbotsford (LAPM 13) physical works

March Commence and complete Bendigo (LAPM 19) physical works

Commence and complete Princes Hill (LAPM 1) physical works

Commence Richmond study

June Commence and complete Rose (LAPM 9)

Complete Carlton North (LAPM 2) design phase

Complete Scotchmer (LAPM 3) physical works

Complete Richmond study

Complete Abbotsford (LAPM 13) physical works

Quarterly Progress Consultation has commenced with the community to understand safety concerns within the study precinct East Clifton Hill/North Abbotsford. Due to the impacts of COVID-19 on traffic volume we have not been able to undertake investigation to obtain the necessary data to inform potential treatments. We intend to start undertaking data collection in early 2022, when traffic volume will be more representative of normal levels.

Comments Once this investigation is complete we will undertake further consultation with the community on proposed treatments within the study precinct. This has delayed the commencement of physical works on LAPM13 Abbotsford and LAPM3 Scotchmer Street.

While this action is currently off track it is forecast that end of year targets will be met.

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6 . Democracy and governance

Yarra is smart, innovative and sustainable. Our decisions and advocacy are built on evidence and meaningful engagement. Good governance is at the heart of our processes and decision-making.

Strategies

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

1. Provide opportunities for meaningful, informed and representative community engagement to inform Council's decision-making
2. Manage our finances responsibly and improve long-term financial management planning
3. Maximise value for our community through efficient service delivery , innovation, strategic partnerships and advocacy
4. Practice good governance, transparency and accountable planning and decision-making
5. Progress and embed our culture of organisational continuous improvement and build resilience to adapt to changing requirements in the future

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective ; Democracy and governance.

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	Progress	Status
6.01 Community Vision and Council Plan	01/07/21 30/06/22		
6.02 Our Voice, Our Actions, Our Customer Experience (CX): CX Program 2020-2022	01/07/21 30/06/22		
6.03 Business Improvement	01/07/21 30/06/22		
6.04 Asset Management Framework and Plan	01/07/21 30/06/22		
6.05 Develop Yarra as a Smart City; using technology to enhance liveability	01/07/21 30/06/22		

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6.01 Community Vision and Council Plan

For the first time, Council will adopt a long-term Community Vision that will guide Council's strategic planning. We have engaged with the community extensively, including a deliberative panel of representative Yarra community members. The Council Plan 2021-2025 will reflect the community's aspirations as set out in the Community Vision. The Council Plan is the major strategic document that outlines the goals of Council and guides the delivery of services over the next four years.



Branch Corporate Planning and Performance

Quarterly Milestones

September Adopt Community Vision

Present proposed Council Plan to Council for public exhibition

December Adopt Council Plan incorporating the Municipal Public Health and Wellbeing Plan

Quarterly Progress Comments The Council Plan 2021-25 incorporating the Municipal Public Health and Wellbeing Plan was adopted unanimously by Council on 19 October 2021. The Council Plan 2021-25 was informed by one of Council's most comprehensive community engagement processes including deliberative engagement and addresses Yarra 2036 Community Vision.

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

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 Design an evidenced based empathy project that supports service experience outcomes, workforce development and empathy metrics

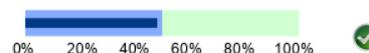
Quarterly Progress Comments A priority focus of the CX Program for 2021 has been centred on the strategic objective of Empathy. A 'In Your Shoes' – Active Empathy project has been developed to support an organisational wide approach that will deeply connect Yarra's care for community, our values and workplace culture.

The purpose of the project is to establish empathy as a professional practice. To date, the project has developed an organisational wide learning program in readiness for implementation phase.

6.03 Business Improvement

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-focused approach.



Branch Corporate Planning and Performance

Quarterly Milestones

December Deliver the Business Improvement Program

Define, prioritise and action business improvement projects and activities

June Define, prioritise and action business improvement projects and activities

Deliver the Business Improvement Program

Quarterly Progress Comments The Business Improvement Program (BIP) is focused on building key business improvement capabilities, skills and competencies across the organisation. The program aligns with the Council Plan Strategy to build a culture of organisational continuous improvement.

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The BIP consists of:

1. Business Improvement Foundation Course

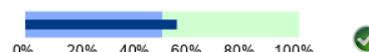
In-house program has been designed by the BIU. Engaging and interactive half day introduction to key improvement concepts, methods and tools based on workplace examples. Expected workshop outcome participants are confident to apply learnings to business improvement projects. Currently scheduled for March 2022.

2. Introduction to Process Mapping

The aim of these on line sessions is to build capacity and skills in process mapping as the basis for process improvement.

6.04 Asset Management Framework and Plan

Development of Council's Asset Management Framework and Asset Plan in line with the ISO55000 Asset Management standard and Council's asset management obligations under the Victorian Local Government Act 2020 to ensure that Council's infrastructure assets are managed sustainably to agreed levels of service and risk .



Branch *Building and Asset Management*

Quarterly Milestones

September Present Asset Management Policy to Council for adoption

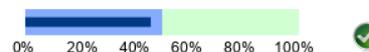
June Present Asset Plan to Council for adoption

Quarterly Progress The Asset Management Policy has been prepared and will be presented for Council adoption in March 2022.

Comments Detailed asset management planning and modelling covering key infrastructure asset classes of building, transport, stormwater and open space assets is in progress and will be used to inform the Asset Plan which will be the subject of community consultation before being presented to Council for adoption.

6.05 Develop Yarra as a Smart City; using technology to enhance liveability

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 Facilitate the Yarra Science Technology Engineering and Maths (STEM) Fest Expo with Yarra libraries featuring schools, local training providers, suppliers and community groups, to build public interest and knowledge around innovation and smart technology

December Establish the Smart Public Housing Working Group with the intent to develop the project plan to support Yarra's public housing community through the provision of WiFi, devices and training

March Commence installation of smart poles at key sites across the city to provide Council with integrated smart city services and data to inform evidence-based public space planning

June Report on data and utilisation from the Yarra Smart Bench Pilot

Quarterly Progress The Smart Public Housing Working Group has been established as part of the Smart Public Housing Project.

Comments Representatives from the City of Yarra, NBN Co., the Department of Families, Fairness and Housing (DFFH), Belgium Avenue Neighbourhood House and Carringbush Adult Education are all directly working to address digital access barriers with the aim to improve digital outcomes for Yarra's public housing communities.

The working group have met bi-weekly across 2021, activity to date including:

- Participation in university and industry based digital equity panels and presentations to socialise the project and expected outcomes
- Participation in state-based roundtables to inform policy, funding, strategy and program decision making

The group has also:

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- Enabled the Fitzroy, Collingwood and Richmond Housing Estates to access free wifi through smart benches
- Developed the Public Housing Digital Access Survey to enable comprehensive data to inform and progress digital support, services and tools for Yarra's public housing communities.

8.5 Finance Monthly Report December 2021 and Mid-Year Budget Review

Reference	D22/23874
Author	Dennis Bastas - Manager Financial Services
Authoriser	Chief Financial Officer

Purpose

1. Council to note the December 2021 Finance Report.
2. To provide Council with the updated end-of-year forecast position for 2021/22.
3. For Council to note the Capital Works Program adjustments for the 2021/22 budget as of 31 December 2021.

Critical analysis

History and background

4. The December 2021 Finance report (including mid-year budget review) is provided at **Attachment 1** for noting and discussion.
5. The December 2021 Capital Adjustments Running Table is provided at **Attachment 2** for noting.

Finance Report – December 2021 (Attachment 1)

6. As at 31 December 2021 Council is unfavourable to YTD budget by \$6.1m. This result is predominantly due to the following:
 - (a) Lower YTD Statutory Fees and Fines received by \$8.5m, driven by the COVID-19 pandemic. COVID-19 restrictions have reduced parking activity, resulting in decreased revenue from parking meters and infringement notices. Full year forecast is expected to finish under budget. Normalised activity levels are not anticipated to reach budgeted activity levels until February 2022; and
 - (b) Lower YTD User Fees received by \$4.5m, driven by the COVID-19 pandemic. COVID-19 restrictions resulted in closure of Leisure & Recreational facilities, reducing user fees significantly. Full year forecast is expected to finish under budget. Normalised activity levels are not anticipated to reach budgeted activity levels until April 2022.
7. These unfavourable outcomes are offset by favourable variances of:
 - (a) Higher than expected YTD Operating Grants by \$3.8m mainly due to unbudgeted grant income for COVID-19 Safe Outdoor Dining Activation, Aged and Disability and Family, Youth & Children Services; and
 - (b) Lower than expected provision for doubtful debts \$1.1m YTD favourable variance to budget driven by the COVID-19 pandemic, reducing the volume of parking infringements issued YTD. This has resulted in a reduction in doubtful debts expense.
8. \$32.5M borrowings matured and was repaid in full in November 2021. Refinance of the loan is expected to settle in February 2022. This has had a short-term impact on liquidity ratios and cash balances, which will recover once the refinancing is settled.

2021/22 Full year forecast – December 2021 (Attachment 1)

9. As at 31 December 2021, from a forecast year-end position, Council is anticipating a full year operating deficit of (\$2.0m), unfavourable to budget by \$10.8m (21/22 budget \$8.8m surplus). This result is due to:

- (a) Lower than budgeted parking income of \$9.2m, reflecting both the YTD position and some further shortfall;
 - (b) Lower than budgeted user fees of \$5.0m, reflecting both the YTD position and some further shortfall;
 - (c) Higher than budgeted employee costs of \$1.4m, offset by operating grant income; and
 - (d) Higher than budgeted materials and services of \$3.3m, offset by operating grant income.
10. These unfavourable outcomes are offset by:
- (a) Higher than budgeted operating grant income of \$4.8m, mostly due to unbudgeted grants;
 - (b) Unbudgeted proceeds from potential road discontinuances at \$0.6m; and
 - (c) Lower than budgeted bad and doubtful debts of \$1.4m resulting from the reduced value and number of parking infringements being issued. This has resulted in a reduction in expected doubtful debts expense.
11. Based on the forecast financial position, Council does not have any potential to fund additional projects in 2021/22.

Capital Works Program adjustments for the 2021/22 budget year (Attachment 2)

12. 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 projects.
13. Attachment 2 (Capital Works Program Adjustments– December 2021 Q2) identifies all capital works budget adjustments, with rationale for adjustments YTD 31 December 2021.

Discussion

14. Based on the forecast financial position, Council does not have any potential to fund additional projects in 2021/22.

Options

15. No options.

Community and stakeholder engagement

16. No external consultation was required.

Policy analysis

Alignment to Community Vision and Council Plan

17. No implications.

Climate emergency and sustainability implications

18. No implications..

Community and social implications

19. No implications.

Economic development implications

20. No implications.

Human rights and gender equality implications

21. No implications.

Operational analysis

Financial and resource impacts

22. As at 31 December 2021, from a forecast year-end position, Council is anticipating a full year operating deficit of (\$2.0m), unfavourable to budget by \$10.8m (21/22 budget \$8.8m surplus).
23. Based on the forecast financial position, Council does not have any potential to fund additional projects in 2021/22.

Legal Implications

24. No implications.

Conclusion

25. As at 31 December 2021, from a forecast year-end position, Council is anticipating a full year operating deficit of (\$2.0m), unfavourable to budget by \$10.8m (21/22 budget \$8.8m surplus).

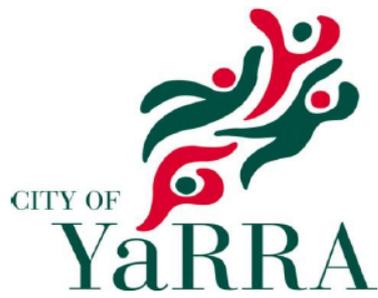
RECOMMENDATION

1. That Council note the December 2021 Finance Report.

Attachments

- 1 [↓](#) Finance Report December 2021 with Mid-Year Budget Review
- 2 [↓](#) Capital Adjustments Running Table Dec 2021

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review



Finance Report

**for the period
1 July 2021 to 31 December 2021**

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2021 to 31 December 2021									
Dashboard									
Income Statement	YTD December 2021					Full Year			
	YTD Actual	YTD Budget	YTD Variance	YTD Variance	YTD Last Yr Actual	Full Year Forecast	Full Year Budget	Variance to the Budget	Variance to the Budget
	\$'000	\$'000	Fav/(Unfav) \$'000	Fav/(Unfav) %	\$'000	\$'000	\$'000	Fav/(Unfav) \$'000	Fav/(Unfav) %
Revenue from ordinary activities									
Rates and charges	120,470	119,716	754	0.6%	115,415	120,589	119,991	598	0.5%
Statutory fees and fines	9,045	17,501	(8,457)	(48.3%)	6,358	25,040	34,240	(9,200)	(26.9%)
User Fees	11,915	16,412	(4,497)	(27.4%)	8,644	27,731	32,786	(5,055)	(15.4%)
Reimbursements	594	470	124	26.3%	408	1,086	1,066	20	1.9%
Grants - Operating	11,228	7,440	3,787	50.9%	9,765	20,121	15,356	4,764	31.0%
Grants - Capital	274	193	80	29.3%	1,142	3,257	3,052	205	6.7%
Net gain/(loss) on disposal	50	25	25	98.8%	2,446	650	50	600	92.3%
Other income	412	469	(57)	(12.1%)	413	954	1,079	(125)	(11.6%)
Contributions - OSR	2,785	2,230	555	24.9%	2,129	5,000	4,500	500	11.1%
Contributions - Other monetary	379	866	(487)	(56.2%)	383	1,958	1,906	52	2.7%
Total Revenue	157,152	165,324	(8,173)	(4.9%)	147,102	206,386	214,027	(7,641)	(3.6%)
Expenses from ordinary activities									
Materials and services	34,610	35,213	603	1.7%	32,666	79,010	75,720	(3,289)	(4.3%)
Employee Costs	47,529	47,627	99	0.2%	44,925	98,071	96,635	(1,436)	(1.5%)
Other expenses	276	287	12	4.1%	211	631	631	-	0.0%
Borrowing costs	729	865	136	15.8%	947	1,287	1,387	100	7.2%
Interest Exp - Leases	68	60	(9)	(14.6%)	66	119	119	-	0.0%
Bad and doubtful debts	1,542	2,605	1,063	40.8%	1,188	3,561	5,000	1,439	28.8%
Depreciation & Amortisation	12,063	12,360	297	2.4%	11,593	24,550	24,550	-	0.0%
Amortisation - right of use assets	577	498	(80)	(16.0%)	504	1,145	1,145	-	0.0%
Total Expenses	97,393	99,515	2,122	2.1%	92,099	208,374	205,188	(3,186)	(1.6%)
Net Result	59,759	65,809	(6,050)	(9.2%)	55,003	(1,988)	8,839	(10,828)	(122.5%)

Legend:	
> (100,000) and (5%)	Unfavourable variance
>= 100,000 and 5%	Favourable variance

VAGO Ranges for Liquidity						
Cash Position	Full year Budget Target	End of December Result	Forecast result	Low Risk	Medium Risk	High Risk
Liquidity Ratio	1.9	2.3	1.7	> 1	0.75 - 1	< 0.75

Greater detail is included in the VAGO Indicators section on page 6

Transfers to/from the Open Space Reserve	Balance as at 30/06/2021 \$'000	December balance \$'000	Movement Inc/(Dec) \$'000	Comments
Open Space Reserve	18,871	21,543	2,672	Movement in contributions received to fund development of specific community assets YTD.

Greater detail is included in the Open Space Reserves section on page 5

Borrowings	Balance as at 30/06/2021 \$m	December balance \$m	Movement Inc/(Dec) \$m	Comments
Total Borrowings	41.2	8.1	(33.2)	\$32.5M borrowings matured and was repaid in full in November 2021. Refinance of the loan is expected to settle in February 2022.

Greater detail is included in the Borrowings section on page 7

Debtors	Balance as at \$'000	December balance	Movement \$'000	Comments
Total Debtors	18,984	82,742	63,758	Debtors have increased due to the raising of 2021/22 Rates Notice. Balance will progressively reduce throughout the year and convert to cash as rate instalments are paid.

Greater detail is included in the Debtors section on page 4

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

**YARRA CITY COUNCIL
FINANCIAL REPORT
1 July 2021 to 31 December 2021
Income Statement by Revenue and Expenditure with Variance Commentary**

Income Statement	YTD December 2021					Full Year				Variance Comments (including variance comments for forecast changes)
	YTD Actual	YTD Budget	YTD Variance	YTD Variance	YTD Last Yr Actual	Full Year Forecast	Full Year Budget	Variance to the Budget	Variance to the Budget	
	\$'000	\$'000	Fav/(Unfav) \$'000	Fav/(Unfav) %	\$'000	\$'000	\$'000	Fav/(Unfav) \$'000	Fav/(Unfav) %	
Revenue from ordinary activities										
Rates and charges	120,470	119,716	754	0.6%	115,415	120,589	119,991	598	0.5%	
Statutory fees and fines	9,045	17,501	(8,457)	(48.3%)	6,358	25,040	34,240	(9,200)	(26.9%)	YTD unfavourable variance actual to budget is driven by the COVID-19 pandemic. COVID-19 restrictions have reduced parking activity, resulting in decreased revenue from parking meters and infringement notices. Full year forecast is expected to finish under budget. Normalised activity levels are not anticipated to reach budgeted activity levels until February 2022.
User Fees	11,915	16,412	(4,497)	(27.4%)	8,644	27,731	32,786	(5,055)	(15.4%)	YTD unfavourable variance actual to budget is driven by the COVID-19 pandemic. COVID-19 restrictions resulted in closure of Leisure & Recreational facilities, reducing user fees significantly. Full year forecast is expected to finish under budget. Normalised activity levels are not anticipated to reach budgeted activity levels until April 2022.
Reimbursements	594	470	124	26.3%	408	1,086	1,066	20	1.9%	YTD favourable variance to budget is driven by timing of insurance claims for council properties by council's insurer
Grants - Operating	11,228	7,440	3,787	50.9%	9,765	20,121	15,356	4,764	31.0%	YTD favourable variance to budget is driven by timing of grants and unbudgeted grants received that will be offset directly by employee costs and materials and services. Full year forecast has been adjusted to reflect unbudgeted grants received.
Grants - Capital	274	193	80	29.3%	1,142	3,257	3,052	205	6.7%	Annual variance is due to unbudgeted capital grants for Fitzroy Bowl revitalisation and Alphington Park.
Net gain/(loss) on disposal	50	25	25	98.8%	2,446	650	50	600	92.3%	Variance to forecast is due to an expected payment for road discontinuance.
Other income	412	469	(57)	(12.1%)	413	954	1,079	(125)	(11.6%)	
Contributions - OSR	2,785	2,230	555	24.9%	2,129	5,000	4,500	500	11.1%	YTD and annual variances are due to Open Space contributions being higher than expected.
Contributions - Other monetary	379	866	(487)	(56.2%)	383	1,958	1,906	52	2.7%	YTD unfavourable variance driven by Developer Contribution being lower than expected.
Total Revenue	157,152	165,324	(8,173)	(4.9%)	147,102	206,386	214,027	(7,641)	(3.6%)	
Expenses from ordinary activities										
Materials and services	34,610	35,213	603	1.7%	32,666	79,010	75,720	(3,289)	(4.3%)	Annual variance is due to forecasts expenses associated with unbudgeted grant income received.
Employee Costs	47,529	47,627	99	0.2%	44,925	98,071	96,635	(1,436)	(1.5%)	Increase in annual forecasts is due to the positions associated with the additional grant funding as well as the creation of COVID-19 marshal staff pool.
Other expenses	276	287	12	4.1%	211	631	631	-	0.0%	
Borrowing costs	729	865	136	15.8%	947	1,287	1,387	100	7.2%	Variance to the forecast due to delay in refinancing which has been reflected in the annual forecast.
Interest Exp - Leases	68	60	(9)	(14.6%)	66	119	119	-	0.0%	
Bad and doubtful debts	1,542	2,605	1,063	40.8%	1,188	3,561	5,000	1,439	28.8%	YTD favourable variance to budget driven by the COVID-19 pandemic reducing the volume of parking infringements issued YTD and the level of doubtful debts expense. Variance to the annual forecast is proportionate to expected reduction in statutory fees collected for the remainder of the year.
Depreciation & Amortisation	12,063	12,360	297	2.4%	11,593	24,550	24,550	-	0.0%	
Amortisation - right of use assets	577	498	(80)	(16.0%)	504	1,145	1,145	-	0.0%	
Total Expenses	97,393	99,515	2,122	2.1%	92,099	208,374	205,188	(3,186)	(1.6%)	
Net Result	59,759	65,809	(6,050)	(9.2%)	55,003	(1,988)	8,839	(10,828)	(122.5%)	

Legend:	
< (-100,000) and (-5%)	Unfavourable variance
>= 100,000 and 5%	Favourable variance

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

**YARRA CITY COUNCIL
FINANCIAL REPORT
1 July 2021 to 31 December 2021
Debtors**

Rate Debtors					
Aging (years)	Total \$'000	<1 \$'000	1 \$'000	2 \$'000	3+
Residential	49,357	43,724	2,750	1,351	1,533
Commercial	13,222	12,114	753	252	103
Industrial	3,746	3,428	203	87	28
FSL - Residential	4,347	3,887	250	105	105
FSL - Commercial	4,955	4,568	264	88	34
FSL - Industrial	1,820	1,679	18	88	34
FSL - Public Benefit	67	61	1	4	1
FSL - Vacant	38	34	2	0	1
FSL - Interest	44	-	7	21	16
Legal Fees	60	-	1	29	30
Bridge Road Special Charge	83	77	4	2	0
Garbage & Other	22	18	1	2	1
Sub Total	77,102	69,116	4,256	2,028	1,702

Parking Debtors	Balance as at 30/06/2021 \$'000	End of December balance \$'000	Movement Inc/(Dec) \$'000	Comments
	1,581	968	(613)	Movement in additional parking infringement debtors raised less payments received and debt provision.

Parking Debtors Aging

Aging (days)	Total	Current	30	60	90+
	968	842	583	192	(649)

General/Sundry Debtors	Balance as at 30/06/2021 \$'000	End of December balance \$'000	Movement Inc/(Dec) \$'000	Comments
	4,135	4,672	537	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	1,020	547	104	50	320
Property development applications	1,025	139	108	13	765
Animal Debtors	1	(0)	0	0	1
Misc. permits for advertising and footpath occupation	380	30	347	0	3
Local Laws Debtors	13	1	6	0	5
Salary Sacrifice	7	7	0	0	0
Fines and Costs	1,582	1,582	0	0	0
Asset Protection applications	1,090	177	783	4	126
GST Clearing	1,664	1,664	0	0	0
Workcover wages claims	27	27	0	0	0
Fines Victoria Cheques - Parking	427	427	0	0	0
Provision for Doubtful Debt	(2,562)	0	0	0	(2,562)
S/Total	4,672	4,600	1,348	67	(1,342)

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

**YARRA CITY COUNCIL
FINANCIAL REPORT
1 July 2021 to 31 December 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 2021	18,871

Funds Received (Transfers to Reserve)	Amount \$'000
8 Hunter St Richmond	74
10 Valiant St Abbotsford	55
32-34 Bedford St Collingwood	182
210 Alexandra Pde Clifton Hill	172
20 Tyson St Richmond	66
245-251 Swan St Richmond	284
6-8 Carroll St Richmond	79
378-390 St Georges Rd North Fitzroy	362
1-57 Wellington St & 71-77 Victoria Pde Collingwood	1,170
37-39 Shelley St & 20 Garfield St Richmond	180
24 Miller St North Fitzroy	87
141-143 St Georges Rd North Fitzroy	74
Total	2,785

Projects (transfers from Reserve)	Amount \$'000
Design works - Implementation of the Open Space Strategy	-
Park extension and redevelopment - Gwynne Street, Cremorne	12
Park extension and redevelopment - Stephenson Reserve, Cremorne	12
Cambridge Street Reserve, Collingwood - Park extension and road closure	-
Citizens Park, Richmond - New playground	9
Smith Reserve, Fitzroy - Playground design	-
Golden Square, Richmond - Playground design	-
Langdon Reserve, Fitzroy North - Playground design	-
Atherton Reserve, Fitzroy - Fitness equipment	1
Smith Reserve, Fitzroy - Renew lighting along paths	0
Merri Ck Parklands - Rushall Station Reserve, Fitzroy North - Replace furniture	1
Batman St Reserve, Fitzroy North - Renew playground	-
Alphington Park - Playground	1
Cairns Reserve - Playground	75
Construction works - new small local park in Reid Street, Fitzroy	1
Merri Creek Parklands Quarries Park - Playground	-
Total	113

Open Space Reserve Account	Amount \$'000
Closing balance as at December	21,543

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

**YARRA CITY COUNCIL
FINANCIAL REPORT
1 July 2021 to 31 December 2021
Financial Sustainability Indicators**

VAGO Indicators		YTD	VAGO Ranges			Commentary
Indicator/Description	Formula	December Result	Low Risk	Medium Risk	High Risk	
Net Result (%)	Net Result / Total Revenue	38.0%	> 0%	-10% - 0%	< -10%	YTD result ahead of budget due to the annual rates being raised in August 2021. The forecast final result is expected to be less than zero and fall in the medium risk range.
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 income statement.						
Liquidity (ratio)	Current assets / Current liabilities	2.3	> 1.0	0.75 - 1.0	< 0.75	YTD result ahead of budget due to the annual rates being raised in August 2021. The forecast final result expected to be still 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	138%	> 100%	75% - 100%	< 75%	YTD result in the low risk range as the net capital expenditure is low in comparison to the net operating cash flow. The forecast final result is expected to be in the low 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	6.7%	< 40%	40% - 60%	> 60%	YTD result in the low risk range with the forecast final result expected to stay in the low risk range after the refinancing of Council's borrowings.
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	1.2	>1.5	1.0 - 1.5	< 1.0	YTD result under budget. Capital spend is expected to increase to exceed depreciation although COVID-19 restrictions have impacted to capital expenditure during the first half of 2021/22.
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 income statement.						
Renewal gap (ratio)	Renewal and upgrade expenditure/ Depreciation	0.8	>1.0	0.5 - 1.0	<0.5	YTD result in the medium risk range as renewal and upgrade expenditure under budget. Forecast full year result expected to improve with capital spend increasing. COVID-19 restrictions have impacted renewal and upgrade expenditure during the first half of 2021/22.
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	2020-21 Result	Current Period Result	Variance
Liquidity				
L1	Current assets compared to current liabilities	123.4%	233.1%	109.8%
L2	Unrestricted cash compared to current liabilities	13.3%	(6.3%)	(19.5%)
Obligations				
O1	Asset renewal as a % of depreciation	107.3%	83.5%	(23.7%)
O2	Loans and borrowings as a % of rates	35.5%	6.7%	(28.8%)
O3	Loans and borrowings repayments as a % of rates	2.7%	28.7%	26.0%
O4	Non-current liabilities as a % of own source revenue	7.9%	7.3%	(0.7%)
Operating Position				
OP1	Adjusted underlying surplus (or deficit) as a % of underlying revenue	(9.0%)	36.6%	45.7%

Commentary
YTD result higher than budget due to rates being raised in August 2021. Forecast full year expected to be less than budget but above the target in the LTFP of 140%.
Current period result reflects the full repayment \$32.5M loan at its maturity in Nov 2021. Future results will be improved when the refinance of the loan is settled in Feb 2022.
YTD result in the high risk range as renewal and upgrade expenditure under budget. Full year result expected to improve with capital spend increasing. COVID-19 restrictions have impacted renewal and upgrade expenditure during the first half of 2021/22.
YTD result reflects the repayment of the \$32.5M loan which matured on 11th Nov 21 and was fully repaid accordingly.
YTD result impacted by rates raised in August 2021 and the full year result will be impacted by the refinance of \$32.5 million in early 2022 and be in line with budget.
YTD result impacted by timing of revenues from operations. Forecast full year result expected to be unfavourable to budget due to the decrease in own source revenue.
YTD result impacted by total rates recognised in August 2021. Indicator will reduce progressively over the course of the financial year. Forecast full year result expected to be unfavourable to budget as a result of COVID-19 restrictions impact on revenue.

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2021 to 31 December 2021 Borrowings								
Amount \$m	Lender	Type	Term years	Maturity Date	Balance as at 30/06/2021 \$m	Current period balance \$m	Movement Inc/(Dec)	Comments
\$32.5M	NAB	Interest only	7	2021	32.5	-	(32.5)	\$32.5M borrowings matured and was repaid in full in Nov 2021. Refinance of the loan is expected to settle in Feb 2022.
\$13.5M	CBA	Principal and interest	10	2027	8.7	8.1	(0.7)	YTD repayments made (approx. \$300k per quarter)
					41.2	8.1	(33.2)	

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

**YARRA CITY COUNCIL
FINANCIAL REPORT
1 July 2021 to 31 December 2021
Capital Works Program with Variance Commentary**

Adopted Budget Classification	Full Year Adopted Budget	Full year Adjusted Budget	YTD 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)	Variance Analysis/Comments (including explanation of budget movements)
	\$'000	\$'000	\$'000	\$'000	\$'000	%	\$'000	\$'000	%	
Property										
Buildings	15,850	17,369	8,000	4,566	3,434	42.9%	16,750	619	3.6%	Program delivery has been delayed due to COVID 19 restrictions. The construction industry shutdown from 20 September to 1 October 2021, has delayed projects. All works stopped during this period. This had a snowballing effect. All scoping works requiring on site investigations stopped during this period. Supply chain disruption (materials in short supply) has and will continue to occur. Some subcontractors are re-negotiating their signed contract with the head contractor, claiming financial losses as a result of restrictions. Replacement sub-contractors are quoting higher costs. This may translate to project cost over-runs.
Total buildings	15,850	17,369	8,000	4,566	3,434	42.9%	16,750	619	3.6%	
Total property	15,850	17,369	8,000	4,566	3,434	42.9%	16,750	619	3.6%	
Plant and equipment										
Computers and telecommunications	1,906	2,664	903	376	527	58.3%	2,678	(14)	(0.5%)	Orders have been placed however, suppliers are struggling to obtain equipment (as most equipment is sourced from overseas). Essentially COVID 19 has impacted global supply chains.
Fixtures, fittings and furniture	532	150	30	32	(2)	(6.0%)	150	-	0.0%	Slightly ahead in purchasing of office furniture and equipment.
Library books	630	630	373	276	97	26.0%	630	-	0.0%	Orders have been placed however, suppliers are struggling to obtain books and equipment. Essentially COVID 19 has impacted global supply chains.
Plant, machinery and equipment	2,204	3,021	378	711	(333)	(88.2%)	2,999	22	0.7%	The allocation for passenger cars has been paid earlier than expected (hence the unfavourable variance). It is expected that the purchase of the remaining plant & equipment (cars/trucks/ equipment) will be adversely impacted by COVID 19 supply chain issues. A review is also being done on the purchase of further equipment.
Total plant and equipment	5,272	6,465	1,684	1,395	289	17.2%	6,457	8	0.1%	
Infrastructure										
Bridges	110	110	-	-	-	0.0%	110	-	0.0%	
Drainage	3,190	4,006	1,287	849	437	34.0%	4,034	(28)	(0.7%)	Refer note for roads
Footpaths and cycleways	3,691	3,252	2,371	982	1,389	58.6%	3,299	(47)	(1.4%)	Refer note for roads
Other infrastructure	4,015	4,526	1,542	265	1,277	82.8%	4,527	(1)	(0.0%)	LAPM and other transport projects have been delayed due to the industry shutdown from 20 September to 1 October 2021. Shortage of available contractors and materials will translate to procurement delays and likely increase in costs.
Parks, open space and streetscapes	10,129	10,186	4,529	557	3,972	87.7%	10,165	21	0.2%	Program delivery has been delayed due to COVID 19. The shutdown period significantly delayed project delivery. The resulting supply chain issues (on the availability of materials/equipment/ resources) will impact the works program with significant potential of having carry over projects.
Roads	6,009	6,705	2,813	2,550	263	9.4%	6,720	(15)	(0.2%)	The roads program at this point in time is ahead of projections but this is expected to change due to the impact of industry restrictions and shutdowns (in response to the COVID 19). The approvals process (from external bodies eg VicRoads) in the past normally was two weeks now takes two months. There is a shortage of materials (especially drainage) which will impact project delivery. The price for construction materials has increased. Contractor crews are only now returning to normal crew levels. The delivery times of projects have been pushed out but the expectation at this stage is that the program will be delivered.
Waste management	75	75	-	5	(5)	0.0%	75	-	0.0%	
Total infrastructure	27,220	28,860	12,541	5,207	7,333	58.5%	28,929	(69)	(2.2%)	
Total capital works expenditure	48,342	52,693	22,225	11,168	11,056	49.7%	52,135	558	1.1%	

Legend:
> (100,000) and (5%) Unfavourable variance
> = 100,000 and 5% Favourable variance

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2021 to 31 December 2021 Income Statement										
Income Statement	Current Month			YTD December				Full Year		
	December Actual	December Budget	December Variance Fav/(Unfav)	YTD Actual	YTD Budget	YTD Variance Fav/(Unfav)	YTD Last Yr	Full Year Forecast	Full Year Budget	Variance to the Budget Fav/(Unfav)
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue from ordinary activities										
Rates and charges	278	488	(210)	120,470	119,716	754	115,415	120,589	119,991	598
Statutory fees and fines	2,123	2,661	(539)	9,045	17,501	(8,457)	6,358	25,040	34,240	(9,200)
User Fees	2,203	3,775	(1,572)	11,915	16,412	(4,497)	8,644	27,731	32,786	(5,055)
Reimbursements	33	28	4	594	470	124	408	1,086	1,066	20
Grants - Operating	1,764	833	931	11,228	7,440	3,787	9,765	20,121	15,356	4,764
Grants - Capital	(45)	4	(49)	274	193	80	1,142	3,257	3,052	205
Net gain/(loss) on disposal	20	5	15	50	25	25	2,446	650	50	600
Other Income	42	81	(39)	412	469	(57)	413	954	1,079	(125)
Contributions - OSR	342	475	(133)	2,785	2,230	555	2,129	5,000	4,500	500
Contributions - Other monetary	79	227	(148)	379	866	(487)	383	1,958	1,906	52
Total Revenue	6,839	8,578	(1,739)	157,152	165,324	(8,173)	147,102	206,386	214,027	(7,641)
Expenses from ordinary activities										
Materials and services	5,724	5,829	105	34,610	35,213	603	32,666	79,010	75,720	(3,289)
Employee Costs	7,446	7,789	343	47,529	47,627	99	44,925	98,071	96,635	(1,436)
Other expenses	94	88	(6)	276	287	12	211	631	631	-
Borrowing costs	27	91	64	729	865	136	947	1,287	1,387	100
Interest Exp - Leases	10	10	(0)	68	60	(9)	66	119	119	-
Bad and doubtful debts	360	352	(8)	1,542	2,605	1,063	1,188	3,561	5,000	1,439
Depreciation & Amortisation	2,031	2,078	48	12,063	12,360	297	11,593	24,550	24,550	-
Amortisation - right of use assets	97	75	(22)	577	498	(80)	504	1,145	1,145	-
Total Expenses	15,789	16,313	524	97,393	99,515	2,122	92,099	208,374	205,188	(3,186)
Net Result	(8,951)	(7,735)	(1,215)	59,759	65,809	(6,050)	55,003	(1,988)	8,839	(10,828)

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

YARRA CITY COUNCIL FINANCIAL REPORT 1 July 2021 to 31 December 2021 Balance sheet				
	Balance as at 30/06/2021	Balance as at period end	Movement Inc/(Dec)	Comments
	\$'000	\$'000	\$'000	
ASSETS				
Current Assets				
Cash and cash equivalents	78,930	60,162	(18,767)	
Other financial assets	10,000	-	(10,000)	Term deposit redeemed.
Receivables - Rates	13,268	77,102	63,833	Rates for 2021/22 were raised in August 2021. Receivable reduces with each payment instalment received. Balance expected to significantly reduce by 30 June 2022.
Receivables - Parking	1,581	968	(613)	
Receivables - Other	4,135	4,672	538	
Accrued income	14	-	(14)	
Prepayments	1,389	609	(780)	
Inventories	96	96	-	
Assets Held for Resale	-	-	-	
Total Current Assets	109,412	143,609	34,197	
Non-Current Assets				
Non-current receivables	-	-	-	
Financial assets	5	5	-	
Property, infrastructure ,plant and equipment	2,025,671	2,024,771	(900)	Movement due to work in progress less depreciation expense for PPE YTD.
Right-of-use assets	2,374	1,796	(577)	Movement due to additional right of use assets less YTD depreciation expense.
Total Non-Current Assets	2,028,050	2,026,572	(1,477)	
TOTAL ASSETS	2,137,462	2,170,181	32,720	
LIABILITIES				
Current Liabilities				
Payables	11,240	1,517	(9,722)	Payments have been made which reduce the payables owing amount. This will vary during the financial year.
Fire Services Levy	6,026	21,947	15,921	Raised at the same time as Rates for the financial year. Payments made quarterly to the SRO which will reduce the liability.
Trust funds	5,828	6,946	1,118	The movement is mainly due to holding trusts and bonds.
Accrued Expenses	6,752	5,587	(1,165)	Accruals raised for expenditure not yet paid. This will vary during the financial year.
Income in advance	5,703	5,217	(486)	Movement mainly due to a grant income unspent year to date.
Employee benefits	18,139	19,124	986	Increase in employee benefits liability due to less leave being taken during COVID-19.
Interest-bearing liabilities	33,818	666	(33,152)	Reduction in the loan due to the repayment of the \$32.5m loan, using unrestricted and some restricted cash. To be replenished by February 2022.
Lease liabilities	1,165	591	(574)	Reduction in lease liabilities as a result of lease payments.
Total Current Liabilities	88,670	61,597	(27,074)	
Non-Current Liabilities				
Non-current employee benefits	1,435	1,465	30	
Non-current interest bearing liabilities	7,385	7,385	-	
Non-current lease liabilities	1,347	1,347	-	
Non-current Trust Liability	377	382	5	
Total Non-Current Liabilities	10,544	10,579	35	
TOTAL LIABILITIES	99,214	72,175	(27,039)	
NET ASSETS	2,038,247	2,098,006	59,759	
Represented by:				
Accumulated surplus	666,789	653,990	(12,799)	
Asset revaluation reserves	1,362,635	1,362,635	-	
Other reserves	18,950	21,622	2,672	
Retained Earnings	(10,127)	59,759	69,886	Net result for the year YTD.
EQUITY	2,038,247	2,098,006	59,759	

Attachment 1 - Finance Report December 2021 with Mid-Year Budget Review

**YARRA CITY COUNCIL
FINANCIAL REPORT
1 July 2021 to 31 December 2021
Cash Flow Statement**

	Balance as at period end \$'000
Cash Flows from Operating Activities	
Rates and charges	65,891
Statutory fees and fines	9,658
User fees	10,858
Grants - operating	10,742
Grants - capital	274
Contributions - monetary	3,164
Interest received	113
Trust funds and deposits taken	12,865
Other receipts	800
Net GST refund/(payment)	1,623
Payments to Employees	(46,514)
Payments to Suppliers	(43,673)
Trust funds and deposits repaid	(5,080)
Net Cash Provided by Operating Activities	20,720
Cash Flows from Investing Activities	
Payments for property, infrastructure, plant and equipment	(15,015)
Proceeds from sale of property, infrastructure, plant and equipment	50
Payments for investments	-
Proceeds from sale of investments	10,000
Net Cash (Used in) Investing Activities	(4,965)
Cash Flows from/(used in) Financing Activities	
Finance costs	(729)
Repayment of borrowings	(33,152)
Interest paid - lease liability	(68)
Repayment of lease liabilities	(574)
Net Cash (Used In) Financing Activities	(34,523)
Cash Balances	
Change in Cash Held	(18,767)
Cash at beginning of year	78,930
Cash at the End of the Financial Period	60,163

Council needs to fund the following items from the current cash balance. This may include expenses associated with revenue received in a previous financial year (e.g.: grants)

Future items to be funded	\$'000
Capital Carry Forwards	1,232
Capital Grants	21,232
Other Grant Carry Overs	2,001
Trust Funds and deposits	18,005
Open Space Reserve to be cash backed	21,543
Total	64,013

Attachment 2 - Capital Adjustments Running Table Dec 2021

Capital Adjustments Running Table - December 2021 Q2.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Budget \$	Unbudgeted Income \$	Change Request Type	Reason	Approval Date	2021/22 Adjusted Budget Running Total \$	Cumulative Variance Adjusted to Baseline Budget \$
	2021/22 adopted new allocations							39,157,133	
	2021/22 adopted works carried forward from 2020/21		+9,184,965		Adopted Carry Forward	Running total is adopted 2021/22 budget (new allocations plus adopted carry forward)		48,342,098	
	Further works carried forward from 2020/21		+3,215,183		Further Carry Forward	Running total is the baseline capital works budget for the year (and starting adjusted budget for the year), being the adopted 2021/22 budget plus further amounts carried forward from 2020/21		51,557,281	
New	Peel Street Building	0	+100,000	100,000	New Project	Received funding from Victorian Government to do compliance building works to assist creative industries to grow in Victoria	25/08/2021	51,657,281	+100,000
3127	Otter Street, Public toilet	42,000	+25,000		Budget Increase	increase budget to fund deposit for a toilet unit. The toilet works will be done in conjunction with the Open Space works at this location.	25/08/2021	51,682,281	+125,000
3089	Collingwood Library	200,000	+30,000		Budget Consolidation	Annex wall and related works will be completed utilising funds carried forward from 2020/21 (project 2849); budget consolidated from 3118 with scope "further remediation works arising from asset conservation review of facility"	25/08/2021	51,712,281	+155,000
3118	Collingwood Library	30,000	-30,000		Budget Consolidation	All funding transferred to project 3089	25/08/2021	51,682,281	+125,000
3096	Fitzroy Town Hall	800,000	+400,000		Budget Consolidation	Budget consolidated from 3121 with scope "HVAC and structural remediation" as these are being run as an integrated project	25/08/2021	52,082,281	+525,000
3121	Fitzroy Town Hall	400,000	-400,000		Budget Consolidation	All funding transferred to project 3096	25/08/2021	51,682,281	+125,000
3094	Richmond Town Hall	400,000	+700,000		Budget Transfer	\$700k transferred from project 3131 for combined scope (asset remediation including rendering/painting)	25/08/2021	52,382,281	+825,000
3131	Richmond Town Hall	1,000,000	-700,000		Budget Transfer	\$700k transferred to 3094 (for asset remediation scope)	25/08/2021	51,682,281	+125,000
3149	Plant & Equipment - Mechanical	165,000	+382,000		Budget Transfer	\$382k transferred from project 3137 to fund electric forklift and golf course mechanical equipment purchases	25/08/2021	52,064,281	+507,000
3137	Plant & Equipment - Miscellaneous Buildings	402,000	-382,000		Budget Transfer	\$382k transferred to project 3149	25/08/2021	51,682,281	+125,000
2913	Drainage Improvements - Newry St	850,000	-38,791		Budget Adjustment	Phase 2 LRCIP project - funding adjustment needed to match grant allocation; overspent in 2020/21	25/08/2021	51,643,490	+86,209
2914	Public Toilets Edinburgh Gardens South - near Juniors Pavilion	595,000	+39,956		Budget Adjustment	Phase 2 LRCIP project - funding adjustment needed to match grant allocation; underspent in 2020/21	25/08/2021	51,683,446	+126,165
2915	Gyms Energy Efficiency and Building Envelope Upgrades	390,000	-104,806		Budget Adjustment	Phase 2 LRCIP project - funding adjustment needed to match grant allocation; overspent in 2020/21	25/08/2021	51,578,640	+21,359
2916	Transferring Council Assets from the Use of Natural Gas	315,000	-35,376		Budget Adjustment	Phase 2 LRCIP project - funding adjustment needed to match grant allocation; overspent in 2020/21	25/08/2021	51,543,264	-14,017
2917	Kerb Outstand Upgrades - corner Kerr St & Brunswick St	180,000	+1,015		Budget Adjustment	Phase 2 LRCIP project - funding adjustment needed to match grant allocation; underspent in 2020/21	25/08/2021	51,544,279	-13,002
2913	Newry Street Drainage works	811,209	-		Scope Change	LRCIP (Phase 2) funded - funding agency agreed to replace the Newry St drainage project with Holden St drainage works; Melbourne Water did not consent to works at Newry Street but agreed with Holden Street having priority	29/09/2021	51,544,279	-13,002
2948	Vere Street, Abbotsford - road works	192,000	+303,000		Scope and Budget Increase	increase budget to fund additional drainage works to mitigate localised flooding issues; funding sourced from deferred Fitzroy Street road works project	29/09/2021	51,847,279	+289,998
2940 2964 2988	Fitzroy Street, Fitzroy - road works	303,000	-303,000		Deferral	Project cannot proceed and deferred due to adjacent developer works. Funding re-allocated to Vere Street roadworks project.	29/09/2021	51,544,279	-13,002
New	Edinburgh Gardens Sediment Trap	0	+205,000	205,000	New Project	Greater Western Water will provide funding to install a sediment trap in the Edinburgh Gardens rain garden to improve water quality.	29/09/2021	51,749,279	+191,998
New	Permeable Pavement Project	0	+158,524	88,069	New Project	Sourced funding from Sustainable Victoria for a trial to add waste tyres products in pavement asphalt mix	29/09/2021	51,907,803	+360,522
New	Federal Spot Safety Program	0	+673,860	673,869	New Project	Sourced funding from the Department of Transport to fund safety works at Hoddle Street / Rosemeath Street Clifton Hill, Wellington Street / Langridge Street Collingwood and Victoria Street / Nicholson Street / Lennox Street Abbotsford.	27/10/2021	52,581,663	+1,024,382
2822	Dights Mill Site	165,000	+111,805		Increase Budget	Received high tenders. Extra funding required to fund works. Sourcing funds from expected overall savings in the capital program.	27/10/2021	52,693,468	+1,136,187
2202	Bob Rose Stand	300,000	+228,000		Increase Budget and scope	Extra funding required to fully replace the roof. Audit report indicated the need to fully and not partially replace the roof and make it compliant. Sourcing funding from RRC HVAC budget allocation.	27/10/2021	52,921,468	+1,364,187
2832	Richmond Recreation Centre - HVAC works	1,755,212	-228,000		Decrease Budget	Project needs to be re-forecasted to be delivered over multiple financial years. Current budget allocation is not sufficient to deliver the project in 2021/22. Re-allocating budget to fund urgent works at the Bob Rose Stand.	27/10/2021	52,693,468	+1,136,187
2913	Holden St Drainage works	811,209	+50,000		Scope and Budget Increase	Scope and budget increased to relocate CIP power services to facilitate drainage works. Sourcing funds from expected overall savings in the capital program.	24/11/2021	52,743,468	+1,186,187
New	Brunswick Street North between Park St and Scotchmer St, Fitzroy - Kerb and channel works.	0	+40,000		New Project	Works required (surface level changes) to eliminate localised ponding/drainage issues and to complement planned LAPM works in this area. Sourcing funds from expected overall savings in the capital program.	24/11/2021	52,783,468	+1,226,187
New	Brunswick Street North between Park St and Scotchmer St, Fitzroy - Footpath works.	0	+150,000		New Project	Works required (surface level changes) to eliminate localised ponding/drainage issues and to complement planned LAPM works in this area. Sourcing funds from expected overall savings in the capital program.	24/11/2021	52,933,468	+1,376,187
New	Brunswick Street North between Park St and Scotchmer St, Fitzroy - Road pavement works.	0	+141,000		New Project	Works required (surface level changes) to eliminate localised ponding/drainage issues and to complement planned LAPM works in this area. Sourcing funds from expected overall savings in the capital program.	24/11/2021	53,074,468	+1,517,187
New	Brunswick Street North between Holden St and Park St, Fitzroy - Road pavement works	0	+135,000		New Project	Works required (surface level changes) to eliminate localised ponding/drainage issues and to complement planned LAPM works in this area. Sourcing funds from expected overall savings in the capital program.	24/11/2021	53,209,468	+1,652,187
2974	Victoria Parade between Nicholson St and Fitzroy St, Fitzroy - Footpath works	398,000	-398,000		Deferral	Project cannot proceed and deferred due to adjacent developer works.	24/11/2021	52,811,468	+1,254,187
3039	LAPM 2 - Amess road humps	150,000	-90,000		Savings	Project savings. Project completed underbudget. Funding re-allocated to fund other projects.	24/11/2021	52,721,468	+1,164,187
2941	Groom St between Noone St and Alexandra Pde, Clifton Hill - Kerb & channel works	59,000	-12,000		Savings	Project savings. Project completed underbudget. Funding re-allocated to fund other projects.	24/11/2021	52,709,468	+1,152,187
2965	Groom St between Noone St and Alexandra Pde, Clifton Hill - Footpath works	61,000	-16,000		Savings	Project savings. Project completed underbudget. Funding re-allocated to fund other projects.	24/11/2021	52,693,468	+1,136,187
				1,066,938		adjusted 2021/22 capital works budget		52,693,468	+1,136,187

This amount indicates an adjusted budget cumulative variance of \$1,136,187 to the baseline budget (adopted budget plus further carry forwards from 2020/21) of \$51,557,281 (noting the inclusion of a total \$1,066,938 of net additional external funding not in the adopted budget)

8.6 Proposed Discontinuance of Road at 1 Stephenson Street, Cremorne

Reference	D22/21275
Author	Bill Graham - Coordinator Valuations
Authoriser	Director Corporate, Business and Finance

Purpose

1. For Council to consider whether the road shown as the 56m² parcel on the title plan attached as Attachment 1 to this report (**Road**), being part of the land contained in certificate of title volume 3193 folio 521, should be discontinued pursuant to the Local Government Act 1989 (**Act**) and sold to Victorian Rail Track (**VicTrack**).

Critical analysis

History and background

2. The Road is shown as the area coloured red on the plan attached as Attachment 2 to this report (**Site Plan**). A copy of the title search of the Road is attached as Attachment 3 to this report.
3. VicTrack has requested that Council discontinue the Road and sell the Road to it (**Proposal**). Council has the power to discontinue and sell roads provided it follows the discontinuance requirements set out in the Act.
4. 1 Stephenson Street, Cremorne is a triangular land parcel owned by VicTrack and used for public carparking. Council (Former City of Richmond) leased the land from the Railways/VicTrack (since the early 1960's) and provided public carparking. The parking spaces were created by Council when the land was surfaced. The subject road has not been used as a road since that time.
5. Council has been in various negotiations with VicTrack about numerous parcels of land in the precinct including others with road status. These negotiations will continue, are complex and there remains potential in future for land swaps and other consideration within the precinct.
6. Council (CEO under delegation) and VicTrack entered into a deed of agreement dated 14 September 2021 (**Deed**), under which Council agreed that if it resolves to discontinue and sell the Road to VicTrack, it will sell the road for an agreed market value of \$600,000 plus GST. This was in accordance with the valuation provided by the Valuer-General Victoria, as required by the Victorian Government Land Monitor (**VGLM**).
7. As a Statutory Body VicTrack were required to agree a valuation before applying for the discontinuance. The Deed provided some certainty around the time frame of the discontinuance, which was required by VicTrack to confirm their funding of the proposal. The Deed was compiled by Council's Lawyers and VicTrack Lawyers (working in conjunction).
8. VicTrack is the registered proprietor of all of the parcels of land which abut the Road shown delineated blue on the site plan, and being the land contained in certificates of title: volume 3656 folio 146; volume 6144 folio 729; volume 3578 folio 961; and volume 3295 folio 961. The current boundary of the Stephenson Street road reservation is shown hatched on the site plan.
9. Council has agreed to bear its own costs and disbursements associated with the proposed discontinuance of the Road.
10. VicTrack have lodged a plan of consolidation, which will fulfil council's requirements for the transfer and sale of the Road. VicTrack has sold the Land by public tender.

Road Status

11. The Road is:
 - (a) known to title as a 'R of W' (right of way) and is registered in the name of National Trustee Executors and Agency Company of Australasia Ltd, personal representatives of Denis Wadick (deceased) dated 15 April 1907;
 - (b) currently constructed as part of an open-air carpark;
 - (c) constructed of asphalt and concrete including concrete kerbing; and
 - (d) is not listed on Council's register of public roads.
12. It is considered that the Road is not reasonably required for public use as the road is not currently being used or accessed by the general public as a road and is being used as part of an open-air car park only.
13. On the 19 October 2021, the proposal was inspected by Cardno TGM Surveying. They were required to answer the question; is the road open and available/required for use by the public?
14. Cardno advised that the road is not open or required for use. Their report is attached to this report as Attachment 4.
15. The Road is a 'right of way' and is therefore a 'road' for the purposes of the Act, and Council has the statutory power to consider discontinuing the Road. If the Road is discontinued it will vest in Council.
16. On 30 November 2021, Council's Chief Executive Officer decided under delegated authority to commence the statutory procedures and give notice pursuant to section 207A and 223 of the Act of its intention to discontinue and sell the Road to VicTrack.

Public Notice

17. The public notice of the proposal as required by the Act was placed in the Age Newspaper on 6 December 2021. The notice requested that interested parties should lodge a submission regarding the proposal. The public notice stated that if the Road is discontinued, Council proposes to sell the road to VicTrack for the price of \$600,000 plus GST. A copy of the public notice is attached as Attachment 5 to this report.
18. No submissions were received by Council in response to the public notice by the closing date being 7 January 2022.

Adjoining Owners

19. There are no adjoining Owners as VicTrack is the owner of all properties adjoining the Road.

Statutory/Public Authorities

20. The following statutory/public authorities have been advised of the Proposal and have been asked to respond to the question of whether they have any existing assets in the Road which should be saved under section 207C of the Act: General Western Water; Melbourne Water; CitiPower; United Energy; Multinet Gas; Telstra; Optus; APA Gas; AusNet Services; and Yarra City Council.
21. Melbourne Water, CitiPower, United Energy, Multinet Gas, Optus, Ausnet Services and Council have advised that they have no assets in or above the Road and no objection to the Proposal.
22. On 4 September 2021, Telstra advised that it has no assets within the near vicinity of the Road, and would not object to the proposal provided that the landowner, prior to carrying out any works in the vicinity of the Road:
 - (a) requests the normal location of Telstra plant via 'Dial Before You Dig; and
 - (b) obtains a Telstra-accredited Asset Plant Locator to confirm the actual location of the plant.

23. On 13 October 2021, APA Gas advised that it has no distribution gas mains within the Road, and no objection to the Proposal provided that:
 - (a) no property service lines for adjacent allotments are located within the Road; and
 - (b) if any property service lines are located within the Road and require relocation as a result of the proposal, VicTrack liaises with APA Gas to arrange relocation at VicTrack's expense.
24. On 19 October 2021, Greater Western Water advised that it has sewer assets in the Road. Greater Western Water advised that it did not object to the Proposal, subject to the following conditions:
 - (a) a 2-metre-wide sewerage easement is created on the title plan over the sewer main located in the Road in favour of Greater Western Water, and the title plan must be referred to Greater Western Water for approval;
 - (b) any proposed fences must be located a minimum distance of 800mm clear of the centreline of the existing sewer mains;
 - (c) any proposed fence lines must be located a minimum of 1 metre from sewer manholes and/or inspection shafts; and
 - (d) any proposal to build over Greater Western Water assets requires Greater Western Water's prior written consent.
25. The title plan for the Road was prepared to include the easement in favour of Greater Western Water as requested by Greater Western Water.
26. On 8 November 2021, Greater Western Water approved the title plan.

Community and stakeholder engagement

27. Public Notice of the proposal was given on the 6 December 2021.

Economic development implications

28. VicTrack have agreed to purchase the discontinued Road for \$600,000 plus GST.

Financial and resource impacts

29. Council has agreed to bear its own costs and disbursements associated with the Proposal.

Legal Implications

30. The road discontinuance process requires a new title to be created for the discontinued road. The new title is then transferred to the applicant.
31. Both Council and VicTrack are bound by the Deed of Agreement.
32. VicTrack have a statutory obligation to pay the amount set by the Valuer-General as required by the VGLM.
33. VicTrack has sold 1 Stephenson Street, Cremorne by public tender. The purchaser is aware of the status of the road and that the discontinuance is a decision of Council.
34. Council can decide to or not to discontinue the road. Council must consider the relevant facts available to it (including any submissions received in response to the public notice).

Conclusion

35. Council must now determine whether the Road is reasonably required for public use in order to decide whether the Road should be discontinued and sold pursuant to clause 3 of schedule 10 of the Act.

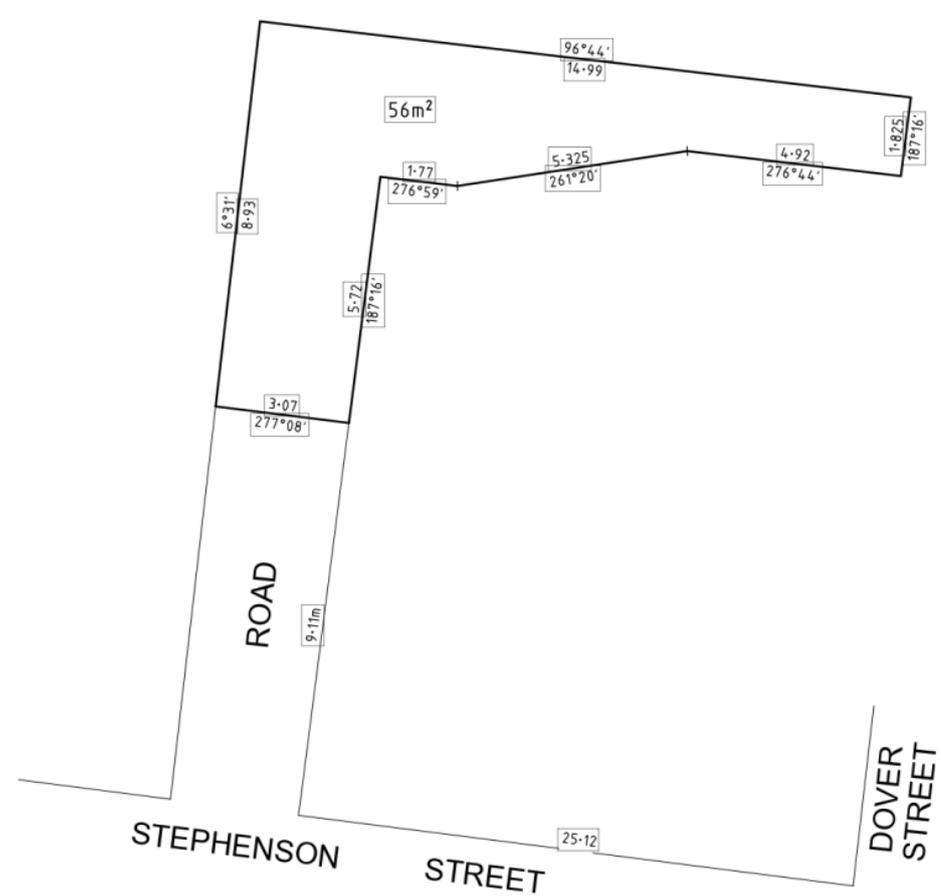
RECOMMENDATION

1. That Council, acting under clause 3 of schedule 10 Of the *Local Government Act 1989 (Act)*:
 - (a) resolves, having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act pursuant to its power under clause 3 of Schedule 10 of the Act, and being of the opinion that the road at 1 Stephenson Street, Cremorne, and being part of the land contained in certificate of title volume 3193 folio 521 (shown marked as the 56m2 parcel on the title plan attached a schedule 1 to this report) (**Road**) is not reasonably required for public use for the reasons set out in this report;
 - (b) directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the *Victoria Government Gazette*;
 - (c) directs that once discontinued, the Road be transferred to Victorian Rail Track (**VicTrack**) for an agreed market value of \$600,000 plus GST;
 - (d) directs that the Interim CEO sign any transfer or transfers of the Road and any other documents required to be signed in connection with the discontinuance of the Road and its subsequent transfer to VicTrack;
 - (e) directs that any easements, rights or interests required to be created or saved over the Road by any authority be done so and not be affected by the discontinuance and sale of the Road; and
 - (f) directs that VicTrack be required to consolidate the title to the discontinued Road with the land contained in the certificates of title to the surrounding land, by no later than 6 months after the date of transfer of the discontinued Road.

Attachments

- 1 [↓](#) Title Plan
- 2 [↓](#) Site Plan
- 3 [↓](#) Title Search
- 4 [↓](#) Surveyor's Report
- 5 [↓](#) Public Notice

Attachment 1 - Title Plan

TITLE PLAN				
LOCATION OF LAND PARISH : JIKA JIKA TOWNSHIP : ---- SECTION : ---- CROWN ALLOTMENT : ---- CROWN PORTION : 3 (PART) TITLE REFERENCE : VOL.3193 FOL.521 LAST PLAN REFERENCE : LP5344 (R1)			NOTATIONS	
EASEMENT INFORMATION				
LEGEND		A - Appurtenant Easement	E - Encumbering Easement	R - Encumbering Easement (Road)
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
ALL LAND IN THIS PLAN	AS PROVIDED FOR IN SEC 207C LGA 1989	SEE PLAN	SEC 207C LGA 1989	GREATER WESTERN WATER
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>MG84 ZONE 55</p> </div> <div style="flex-grow: 1; text-align: center;">  </div> </div>				
ORIGINAL SHEET SIZE: A3		CERTIFICATION BY SURVEYOR		SHEET 1 OF 1
SCALE 1:100	 <p>LENGTHS ARE IN METRES</p>			
SURVEYORS FILE REF: 17662-01-02 TP				
 <p>ABN 11 125 568 461 Level 4, 501 Swanson Street, Melbourne, VIC Australia 3000 Tel: 03 8415 7777 Fax: 03 8415 7788 Email: victoria@cardno.com.au Web: www.cardno.com.au</p>		BRENT KEVIN O'GRADY / VERSION No.1		

Attachment 2 - Site Plan



Attachment 3 - Title Search

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 03193 FOLIO 521 Security no : 124093738139W
Produced 15/11/2021 02:40 PM

LAND DESCRIPTION

Road R1 on Plan of Subdivision 005344.
PARENT TITLE Volume 01279 Folio 619
Created by instrument 1230596R 15/04/1907

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
NATIONAL TRUSTEES EXECUTORS AND AGENCY COMPANY OF AUSTRALASIA LTD of 454
COLLINS STREET MELBOURNE VIC 3000 Legal Personal Representative(s) of DENIS
WADICK deceased
1230596R 15/04/1907

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP005344 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

DOCUMENT END

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Attachment 3 - Title Search

Delivered by LANDATA®, timestamp 15/11/2021 14:44 Page 1 of 2
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PLAN OF SUBDIVISION OF
 PART OF CROWN ALLOTMENTS 2&3
 AT RICHMOND
 PARISH OF JIKA JIKA

COUNTY OF BOURKE
 VOL 3193 FOL 521
 Measurements are in Feet & Inches
 Conversion Factor
 FEET x 0.3048 = METRES

LP5344

EDITION 2
 PLAN MAY BE LODGED
 10 - 10 - 1910

COLOUR CODE

- E-1 = YELLOW
- R1 = BROWN
- E-3 = PURPLE
- E-4 = GREEN
- E-5 = BLUE
- E-6 = PURPLE HATCHED
- E-7 = YELLOW HATCHED

ROADS COLOURED BROWN

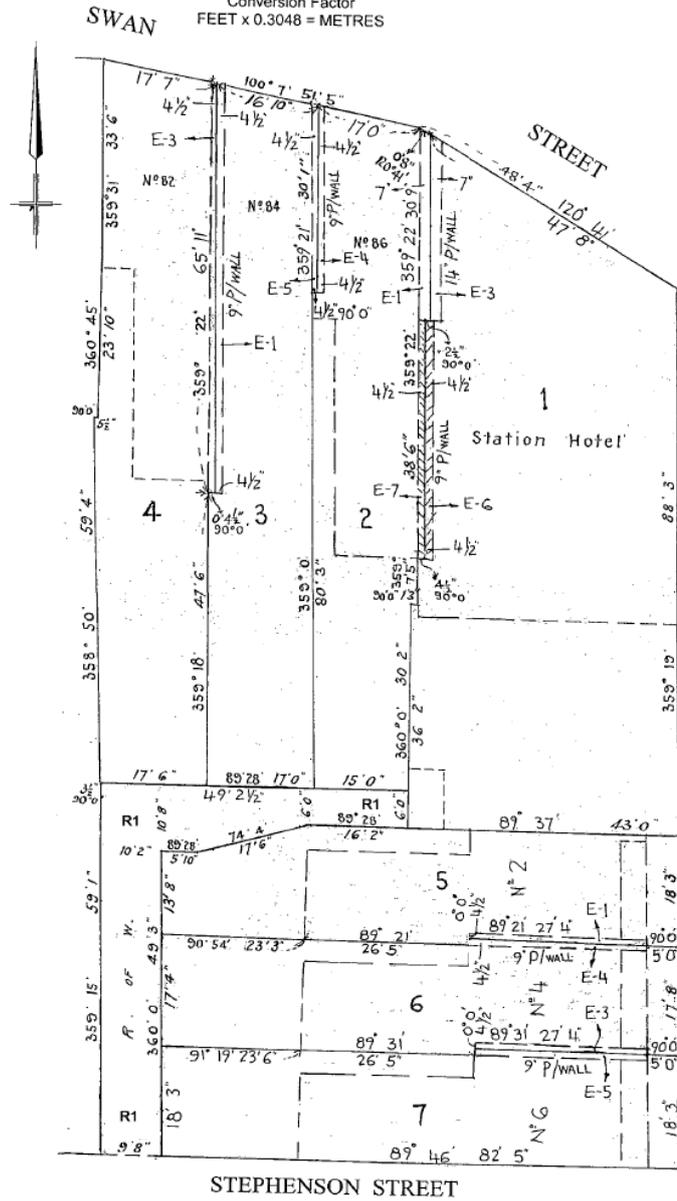
STREET NAME AMENDED
 FROM : DOVE STREET
 TO: STEPHENSON STREET
 VIDE: GAZ 1960 P 399

ENCUMBRANCES

AS TO THE LAND COLOURED BROWN
 ANY EASEMENTS AFFECTING
 THE SAME.

NOTATION

DEPTH LIMITATION 15.24 METRES
 BELOW THE SURFACE PURSUANT
 TO SEC. 87(2) MELBOURNE CITYLINK
 ACT. 1995 V433144V.



Attachment 4 - Surveyor's Report



Ref: MAN:JKOZ:8661072

Maddocks
Lawyers
Collins Square, Tower Two
Level 25, 727 Collins Street
MELBOURNE 3000

**Yarra City Council
Proposed discontinuance and sale of road abutting Stephenson Street, Cremorne**

DATE OF INSPECTION: **19/10/2021**

PHOTOGRAPHS OF THE ROAD: **Attached at Annexure A**

IS THE ROAD OPEN AND AVAILABLE FOR USE BY THE PUBLIC? **NO**

WHAT OBSTRUCTIONS ARE OVER OR IN THE ROAD?

Fencing	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Vegetation*	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Rubbish	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Services*#	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other*	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	(# Including fire hydrants/plugs.)		

* Provide Details:

The Road forms part of an open-air car-park. Refer to the plan at Annexure B for details of the current built-form.

THE MATERIAL WITH WHICH THE ROAD IS CONSTRUCTED:

<input type="checkbox"/> Nil	<input type="checkbox"/> Bitumen
<input type="checkbox"/> Bluestone	<input checked="" type="checkbox"/> Other Various hard surfaces. Refer photos.

EVIDENCE OF THE ROAD BEING USED:

<input checked="" type="checkbox"/> Nil	<input type="checkbox"/> Gates opening onto the road
<input type="checkbox"/> Tyre marks	<input type="checkbox"/> Garages opening onto the road
<input type="checkbox"/> Worn grass	<input type="checkbox"/> Other _____

TYPE OF TRAFFIC:

<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Vehicular	<input type="checkbox"/> Animal	<input checked="" type="checkbox"/> Nil
-------------------------------------	------------------------------------	---------------------------------	---

There is no traffic using the land as a Road.

[8661072: 30483550_1]

Attachment 4 - Surveyor's Report



Maddocks

WHAT IS THE ROAD PROVIDING ACCESS TO?

- Adjoining properties @
- Reserve/Park
- Main Road
- Shops

Other **The Road provides no access to any of the abovementioned classifications. It is currently being used as a carpark.**

DETAILS OF OTHER SUITABLE MEANS OF ACCESS NEARBY.
Nil

DETAILS OF FENCES, BUILDINGS AND/OR LANDSCAPING PLACED ON OR OVER ANY PORTION OF THE ROAD BY ABUTTING PROPERTY OWNERS, AND THE EXTENT OF SUCH ENCROACHMENT.
Nil

IS THE ROAD REQUIRED FOR PUBLIC ACCESS? Yes No

OTHER OBSERVATIONS:

Signed: **Brent O'Grady** Date: **19/10/2021**

Title/Position: **Business Leader – Geospatial/
Licensed Surveyor** Company: **Cardno TGM**

ATTACH ADDITIONAL PAGES IF THERE IS NOT ENOUGH SPACE ON THIS FORM

Attachment 4 - Surveyor's Report

|||||
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ANNEXURE A – Photographs



[8661072: 30483550_1]

Attachment 4 - Surveyor's Report



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[8661072: 30483550_1]

Attachment 4 - Surveyor's Report



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[8661072: 30483550_1]

Attachment 5 - Public Notice

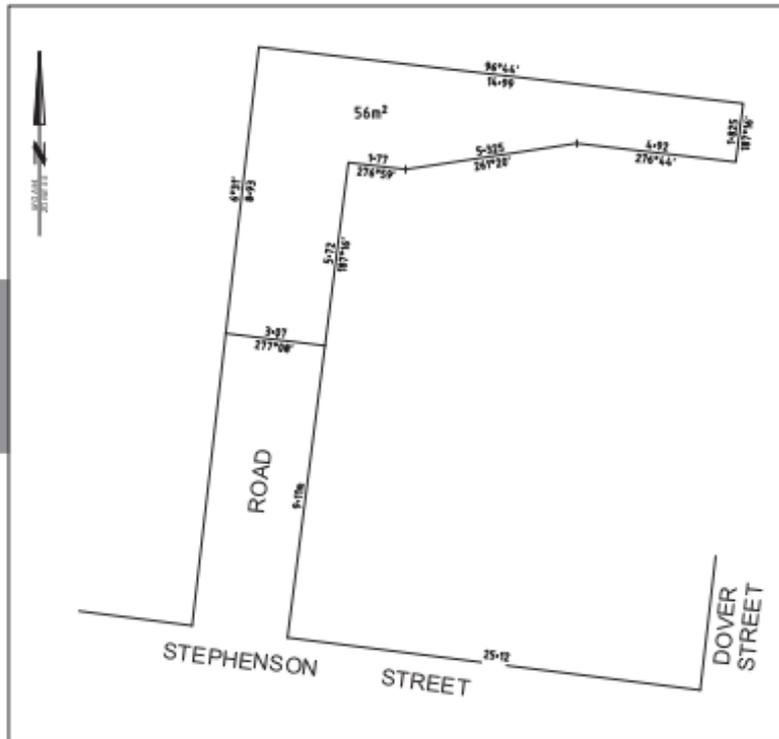
YARRA CITY COUNCIL

PROPOSED ROAD DISCONTINUANCE

PUBLIC NOTICE INVITING SUBMISSIONS UNDER SECTION 223

Yarra City Council (**Council**), acting under clause 3 of schedule 10 to the *Local Government Act 1989 (Act)*, proposes to discontinue the road abutting Richmond Station, Stephenson Street, Richmond, shown as the 56m² parcel on the plan below, being part of the land contained in certificate of title volume 3193 folio 521 (**Road**).

The proposal is that Council discontinue the Road and transfer the land comprising the Road to Victorian Rail Track for a price of \$600,000 plus GST.



Any person may make a submission on the proposal.

Any person wishing to make a submission under section 223 of the Act must do so in writing by 7 January 2022.

All submissions will be considered in accordance with section 223 of the Act. Submissions should be addressed to the Chief Executive Officer, and can be hand delivered to Council's Municipal Office at 333 Bridge Road, Richmond or posted to the following address:

Vijaya Vaidyanath, Chief Executive Officer,
Yarra City Council - PO Box 168, RICHMOND VIC 3121

Any person requesting to be heard in support of his or her submission is entitled to be heard before Council (or its committee established by Council for this purpose) or be represented by a person acting on his or her behalf, and will be notified of the time and date of the hearing.

Following consideration of submissions, Council may resolve not to discontinue the Road or to discontinue the Road and sell the land from the Road to Victorian Rail Track.

For more information on the proposal, please contact Bill Graham on 03 9205 5270 or bill.graham@yarracity.vic.gov.au.

Vijaya Vaidyanath, Chief Executive Officer, Yarra City Council



C12/2001/817/AM-02/082.1